



*Flying Operations*

## **MC-130 OPERATIONS PROCEDURES**

### **COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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AFI 11-2MC-130, Vol 3, 1 September 1999, is supplemented as follows:

### **SUMMARY OF REVISIONS**

This supplement has been greatly reorganized into a Chapter 10 format. Clarifies command and control/reporting procedures. Clarifications have been made to reporting procedures and low-level deconfliction. Procedures have been added to cover operations during the closure of Duke Tower and ERCF. Local area training bases have been updated. Most of the references to the 5 SOS have been removed. Procedures for the 8 SOS have been incorporated into this publication. Lightning hold procedures have been added. Clarifies how to determine aircraft engine efficiency. Updates the local area refueling tracks. Adds the local area reporting points/deconfliction sheet (Atch 3). Formally defines SR-101C and the 9 SOS LATN Route. Clarifications have been made to numerous procedures and operations.

### **10. 919 SOW LOCAL OPERATING PROCEDURES.**

**10.1. PURPOSE.** This chapter establishes local policies, procedures and requirements for the 919<sup>th</sup> Special Operations Wing (919 SOW). These procedures supplement those found in AFI 11-2MC-130, Volume 3, *MC-130 Operations Procedures*.

**10.2. APPLICABILITY.** This supplement is directive in nature and applies to all personnel assigned or attached to the 919 SOW. Supervisors at all levels are responsible for ensuring compliance.

**10.3. RECOMMENDED CHANGES.** Submit recommended changes to 919 OG/OGV on AF Form 847, **Recommendation for Change of Publications**.

**10.4. COMMAND AND CONTROL.** For all local area 8 SOS and 711 SOS training missions, the aircrew will report the following events to 919 SOW Command Post (SANDCASTLE) or the 919 Operations Support Squadron Communications Flight (DOMESTIC). If neither of these agencies are open, these calls should be made to the 711 SOS Operations Duty Officer (ODO) or 711 SOS Operations Center personnel (TALON OPS). Local area 5 SOS missions will report this information to the 16 SOW Command Post, IAW current 16 SOW directives. During local area sorties when the 919 SOW Command post is not open, aircrews flying 8 SOS missions will make their reports (takeoff time, hourly ops normal calls, any inflight problems, 30 minutes prior to landing, and actual landing time) to the 16 SOW Command Post.

10.4.1. Engine start/block time.

10.4.2. Actual takeoff time.

10.4.3. Estimated Time of Arrival (ETA) to next station (if applicable).

10.4.4. Hourly "Operations Normal" (if applicable).

10.4.5. Any in-flight problems affecting the mission.

10.4.6. Thirty minutes prior to landing, report ETA, Alpha status, and additional service requirements:

10.4.6.1. ALPHA 1 = Aircraft fully mission capable, no significant discrepancies.

10.4.6.2. ALPHA 2 = Aircraft or system has minor discrepancies, but is capable of further mission assignment within normal turnaround times.

10.4.6.3. ALPHA 3 = Aircraft or system has major discrepancies in mission essential equipment that may require extensive repair or replacement prior to next mission.

10.4.6.4. ALPHA 4 = Aircraft or system has suspected or known radiological, nuclear, biological or chemical contamination.

10.4.6.5. ALPHA 5 = Aircraft or system has suspected or known battle damage.

10.4.7. For pilot proficiency or FCF missions, the only required reports are the actual takeoff time and 30 minutes out call. Hourly "Ops Normal" calls are not required for these types of missions.

10.4.8. Aircraft may be diverted by the ODO when conditions warrant. Either the ODO or the aircraft commander may initiate weather diversions. Aircrews will be given specific guidance when diverted by a ground authority. The 919 OG/CC will be immediately advised of any diversions.

**10.5. HQ AFRC MISSION IDENTIFIER (MI).** A HQ AFRC MI is a mission number given to AFRC aircraft for various reasons to allow for tracking of aircraft location and purpose. MIs will be created for 5 SOS, 8 SOS and 711 SOS missions when called for in AFRC regulations (for example, MIs are required when: you intend to land at airfield that is not on the approved local training airfield list, you on-load or off-load personnel at any airfield other than Duke Field, for any actual personnel airdrops, for any TDY, for any FAM/Incentive Flight, anytime DVs are on the aircraft, etc).

10.5.1. 5 SOS and 711 SOS. MIs will be requested through the normal Current Operations scheduling process. Aircraft commanders will insure the MI is opened and closed with the HQ AFRC Command Center. Aircraft commanders will pass daily takeoff/landing times and itinerary/location changes to the HQ AFRC Command Center. If they are open, 919 SOW Command Post personnel will accomplish this coordination for 711 SOS local area sorties.

10.5.2. 8 SOS missions will also require a HQ AFRC MI when called for in AFRC regulations. These MIs will be "FOR INFO ONLY" and need to be tracked with times and locations. These MIs should be requested through 919 OSS/DOO no later than the day prior to mission departure. Aircraft commanders of 8 SOS missions, operating with an MI, are responsible for passing daily takeoff/landing times to any command center. Normal 8 SOS command post reporting procedures for local area or TDY missions satisfies this requirement. If the itinerary and/or location has changed, call to inform the 16 SOW (or 919 SOW) Command Post. The goal is to ensure that your times and locations are updated in the GDSS.

## **10.6. LOCAL TRAINING AIRFIELDS.**

10.6.1. Our HQ AFRC approved local training airfields are: Eglin AFB, FL and Fields 1, 6, 7, and 10; Hurlburt Fld, FL; Pensacola NAS, FL; Maxwell AFB, AL; Robins AFB, GA; Anniston Metropolitan Airport, AL; Gulfport Airport, MS; Tallahassee Municipal Airport, FL. Flights may be made to these locations without obtaining a Mission Identifier (MI) if the purpose of the flight is strictly aircrew training and no personnel are on or off-loaded. Aircraft commanders who wish to use the Maxwell assault zone are required to call Maxwell Base Operations and obtain a onetime local area briefing and PPR number.

10.6.2. The local flying area is defined as the airspace within a 500 NM radius of the Warrington TACAN, excluding the airspace outside the US Coastal ADIZ.

## **10.7. OFF STATION PROCEDURES.**

10.7.1. Off-station 711 SOS missions will be tracked by the 919 SOW Command Post. Aircraft Commanders/Mission Commanders of off-station 711 SOS missions will send/fax/call-in their completed Mission Summary Sheet, and SITREPs to the 919 SOW Command Post and the squadron operations center. This information will include as a minimum: take-off/landing time, flight time, training effectiveness, and maintenance status. Contact HQ AFRC Command Center after daily mission completion with departure/arrival times and any information that may affect/change the scheduled profile (mx problems, changes in itinerary, etc). Aircraft commanders will ensure their Mission Identifiers (MI) are opened/closed with HQ AFRC Command Center.

10.7.2. Off-station 8 SOS missions will be tracked by the 16 SOW Command Post. Aircraft Commanders/Mission Commanders of off-station 8 SOS missions will send/fax/call-in all Deployed Status Reports (Attachment 6) and SITREPs to the 16 SOW Command Post. The 16 SOW Command Post will forward a copy of this information to the 919 SOW Command Post. If your maintenance status or mission profile is such that you will not be able to make your scheduled return time to Duke Field, coordinate through 8 SOS/CC/DO or the 919 SOW Command Post to inform the 919 OG/CC.

10.7.3. Off-station 5 SOS missions will be tracked by the 16 SOW Command Post. Aircraft Commanders/Mission Commanders of off-station 5 SOS missions will send/fax/call-in all Deployed Status Reports (Attachment 6) and SITREPs to the 16 SOW Command Post. The 16 SOW Command Post will forward a copy of this information to the 919 SOW Command Post. Contact HQ AFRC Command Center after daily mission completion with departure/arrival times and any information that may affect/change the scheduled profile (mx problems, changes in itinerary, etc). Aircraft commanders will ensure their Mission Identifiers (MI) are opened/closed with HQ AFRC Command Center.

10.7.4. If an aircraft is not able to perform the mission when away from home station, the aircraft/mission commander will ensure the crew chief has coordinated with maintenance personnel at the remain overnight (RON) base. If that action does not solve the problem, the crew chief will call 919th Logistics Group (919 LG) Maintenance Operations Center (MOC) for further instructions. The aircraft/mission commander will call the appropriate Squadron Operations Officer for further directions. When operating as an AFSOC-gained unit, AFSOC Logistics Readiness Center (LRC) becomes the controlling LRC for all AFSOC units regardless of location. Whenever AFSOC aircraft deploy, all requests for parts, equipment or maintenance repair teams (MRTs) to fix non-mission-capable aircraft will be called in directly to the AFSOC LRC at: 1-800-451-7705, commercial (904) 884-2161, or DSN 579-2161. All LRC phone numbers are STU-III capable.

**10.8. AVIATION INTO-PLANE REIMBURSEMENT (AIR) CARD PROGRAM.** The AIR Card is a commercial credit card that allows aircrew to purchase fuel, fuel related supplies, and/or ground services at commercial airports where no DOD contracts exist. The 919 SOW has been selected to participate in the test program because of frequent purchases of fuel at commercial airports. The AIR Card will replace the AF Form 315, **USAF AVFuels Invoice**, AF Form 15, **USAF Invoice**, and Standard Form 44, **Purchase Order-Invoice Voucher**, for those units participating in the test. Use the following guidance:

10.8.1. Use the AIR Card when requesting fuel and ground services at commercial airports where no DOD contract exists. The AIR Card may be used to purchase ground services at Defense Fuel Supply Center and Canadian Into-Plane contract locations.

10.8.2. Follow the fuel and ground service procedures outlined on the white/yellow laminated card provided with the AIR Card.

10.8.3. Use of the AF Form 315, with SA-ALC/SFR address-printed in the block#4 is mandatory at commercial airports where acceptance of the AIR Card has not been arranged.

10.8.4. Advise fixed base operators/vendors at commercial airports who do not accept the AIR Card to call the 1-800-AVCARD (CONUS) number or 1-410-771-3038 (collect, if calling from overseas) on the back of the card to secure an agreement with AVCARD for the services required to accomplish the mission.

10.8.5. Log all off-station fuel and ground service purchases on AF Form 664, **Aircraft Fuels Documentation Log**, place vendor ticket inside of form and return to Wing/Unit Refueling Document Control Officer (RDCO).

10.8.6. Report any support problems with the AIR Card to the Wing/Unit RDCO.

10.8.7. Fax a copy of all AIR Card purchases to the Wing/Unit RDCO when away from your home station for more than two weeks.

10.8.8. Fuel purchase at non-USAF/Non-AIR Card Locations. It is the responsibility of the aircraft commander to ensure the AF Form 315 or AF Form 15 is properly completed and a copy brought back to home station and returned to the RDCO.

10.8.9. AF Form 15, AF Form 315 and AFI 23-202, *Buying Petroleum Products and Other Supplies and Service Off-Station*, are the forms and instruction used when purchasing fuel off station.

10.8.10. Carry these form and instructions in the aircraft mission kits.

**10.9. AIRCREW LIFE SUPPORT FOR DEPLOYMENTS.** 919 OSS/DOO (Current Ops) or the squadron Ops Center will notify life support of extended TDY by two or more aircrews to allow for timely equipment inspection. Individuals will notify the life support shop at least three duty days prior to departing TDY to allow time for equipment repair and inspections to be accomplished.

#### **10.10. DIRECT SUPPORT OPERATORS (DSO) INTEGRATION PROCEDURES.**

10.10.1. Oxygen checks. The EWO/CSO will ensure the DSO oxygen is set by a thumbs-up from the DSO. EWO/CSO checklist responses serve as the DSO response.

10.10.2. Seat belt checks. The EWO/CSO will ensure the DSO seat belts are fastened by a thumbs-up from the DSO. EWO/CSO checklist responses serve as the DSO response.

10.10.3. Installed aircraft regulators will be the primary oxygen source for the DSO whenever feasible. Aircraft load configurations may preclude the use of an aircraft regulator by the DSO. In these situations, a portable oxygen bottle will be preflighted, connected to the DSO mask/helmet, and readily available from preflight through engine shutdown.

10.10.4. DSO status and threat calls will be made to the EWO/CSO over private interphone. The EWO/CSO will inform the rest of the crew of DSO status and threat information. The type and level of DSO information expected in-flight should be reviewed and discussed with the appropriate crewmembers during mission planning.

10.10.5. Some 919 SOW missions may require that a DSO who is noncurrent or from a unit other than the 25 Intelligence Squadron (IS) fly on the sortie. When this occurs, a fully qualified 25 IS DSO will also fly the mission, whenever possible, to ensure adherence to aircraft procedures and safe operations.

#### **10.11. LOCAL REPORTING/AVAILABILITY PROCEDURES.**

10.11.1. Aircrew reporting will be by self-alert (show at a predetermined time) or standby method. The Operations Officer will determine the method to be used and will ensure the crews are notified. Aircrew members will confirm their status and reporting method for the following day by checking the aircrew schedule or calling the Squadron Operations Center. The ODO will notify 711 SOS crews of any scheduling changes after 1530L.

10.11.2. (711 SOS) Aircrew members will ensure their monthly availability sheet is given to their section supervisor at least one week prior to the start of the next month. This will be the primary source for all flight scheduling. It is the aircrew members' responsibility to update their availability whenever changes occur. All changes will be reported to their section supervisor.

10.11.3. Any crewmember placed on or removed from Duty Not Including Flying (DNIF) status will immediately notify their section supervisor. Aircrew members who become unqualified for flying duties for any reason while at home station will immediately notify their section supervisor, as well as when they are returned to a normal flight status. Any crewmember returning to flying status (previous DNIF) must have a signed copy of their AF Form 1042 prior to being considered for flight. During TDYs, the aircrew member will notify the mission commander or aircraft commander, who will in turn notify the squadron operations officer. While in 19 SOS formal schooling, the aircrew member will notify the 711 SOS Schoolhouse Flight Commander (711 SOS/DOT).

10.11.4. Unless otherwise notified, aircrews scheduled for local training missions will self-alert to sign-in at the squadron operations center no later than the published showtime. Showtimes are normally 2 hours prior to scheduled takeoff for non-tactical missions. Showtimes for tactical missions are normally 3 hours prior to scheduled takeoff time (includes any phase of tactical operations; i.e. formation, air refueling, helo air refueling, low level, airdrop, FARP, NVG airland, etc). Squadrons may publish their own showtimes

based on the type of mission or unit needs. In the absence of published squadron showtimes the preceding times will be used. For all formation missions, a mission commander will be designated on the scheduling board and flight authorization. Mission commanders will be notified by their section supervisor with sufficient time to allow for adequate pre-mission planning. Mission briefings will normally be held 10 minutes after showtime, or as directed by the aircraft commander. Section supervisors will inform crewmembers of an early showtime that may be required due to pre-mission instruction sessions, preparation for flight evaluations, complex missions, or preparations for TDYs.

10.11.5. 8 SOS aircrew will show no earlier than 2 hours prior to the briefing time without squadron operations officer approval.

## **10.12. PREFLIGHT MISSION PREPARATION.**

10.12.1. FCIF. Upon reporting for flight, crewmembers will review the Flight Crew Information File for any new entries and pickup any new publications from their pubs v-file. Crewmembers will then place the FCIF card in the appropriate mission folder located at the squadron operations center.

10.12.1.1. GO/NO-GO Program (711 SOS only). Any crewmember in some kind of restricted GO/NO-GO status (i.e., non-current, DNIF, unqualified, overdue testing, etc) will be Red Carded. Once a restricted status is determined, the squadron training officer will remove the individual's FCIF Card from the Kardex File and replace it with a Red Card. The Red Card will state the individual's name and crew position. The white FCIF Card will be placed in the appropriate section of the GO/NO-GO Book at the squadron operations center. When signing-in to fly, the affected individual will bring the Red Card to the ODO. The ODO will look through the GO/NO-GO Book to determine if the individual will be allowed to fly (i.e., an instructor is on board, the restricted event is not required for the mission, etc). Once the determination is made to fly, the ODO will remove the white FCIF Card from the GO/NO-GO Book, allow the individual to initial the white FCIF Card, and then put the white FCIF Card back into the GO/NO-GO Book. This procedure will remain in place until an appropriate authority (instructor, evaluator, flight management, etc) has cleared the restriction. When cleared, the squadron training officer will remove the Red Card from the Kardex File and replace it with the white FCIF Card from the GO/NO-GO Book.

NOTE: The purpose of this program is to ensure aircrew are aware of their restriction and that no one mistakenly flies while in a restricted status. Also, the integrity of the FCIF card must be maintained. Exact procedures and examples of this program are located in the GO/NO-GO Books at the squadron operations center.

10.12.1.2. (711 SOS only) Prior to the mission briefing, the aircraft commander will ensure that all changes to the flight orders have been verified and approved by appropriate authority (ODO or Ops Officer), and that all FCIF cards are in the mission folder and current. The aircraft commander will give the cards to the ODO, who will check them against the crew orders. After the cards have been verified, the ODO will place them in the end-of-mission folder box. Operations center personnel will place the cards back in the FCIF Kardex file as soon as possible.

10.12.1.3. If the FCIF is updated after a crew brief time, the ODO will determine if the new FCIF contains mission essential information and will brief the crew if necessary.

10.12.2. Crew Duty Day. At brief time, aircraft commanders will determine which crewmember(s) has the most restricted Crew Duty Day, and plan to land so as to allow at least 15 minutes for post-mission duties.

10.12.2.1. Aircraft commanders and senior staff will consider mission complexity as part of the normal risk assessment process. If mission complexity dictates, the normal Crew Duty Day may be reduced.

10.12.3. Threat Scenario. A simulated threat scenario will be incorporated into the mission and briefed by the EWO, for all low-level tactical missions. For missions scheduled with Electronic Counter Measures (ECM) training, the EWO will brief all applicable procedures, rules of engagement and anticipated maneuvers. For missions not involving ECM training, a threat of the day will be briefed. Only personnel who have a need to know the threats, their capabilities, and our responses will be present during threat briefings.

10.12.3.1. Practice Combat Maneuvers. All crewmembers will be advised of the time period when they may expect threat maneuvers. The simulated threat time will provide maximum safety to prevent injury to personnel during the rapid changes of aircraft position. The electronic warfare officer will be the primary focal point for the maneuvers by incorporating the prebriefed threats into the flight profiles.

10.12.4. Route Study. Route study will be accomplished prior to aircraft departure for all tactical missions. Pilots, navigators, and EWOs will be present. CSOs will attend at the discretion of the aircraft commander.

10.12.4.1. If the flight engineer is to be used as the safety observer for NVG airland operations, he will attend that portion of the route study.

10.12.5. Oxygen Access. Additional crewmembers may require the use of portable oxygen bottles as their primary source of emergency oxygen during flight. If necessary, coordinate with Life Support to have additional bottles loaded on the aircraft.

10.12.6. Chemlight attachment to Side Emergency Escape Hatch. Missions that require placement of chemlights to fixed wing Side Emergency Escape Hatch release handles will require the light to remain in place until mission completion. When removing the chemlight, ensure the release handle remains in the stowed and locked position. This applies to all AFSOC MC-130E aircraft. (Auth: HQ AFSOC/DOVS, message 291357Z Mar 95).

10.12.7. Additional Aircraft Equipment. The following list is additional equipment or items are required to be on 919 SOW MC-130E aircraft prior to any mission.

10.12.7.1. For local area missions, aircraft will carry at least 15 gallons of Anti-Icing Fluid in the Radome Anti-Icing Tank. For cross-country missions, the Radome Anti-Icing Tank should be full.



10.12.7.2. All aircraft will carry at least two (2) cylinders of Freon 116 (one in use and one spare).

10.12.7.3. Storage space for 21 quarts of hydraulic fluid are in the aircraft bin located aft of either the left or right troop door.

10.12.7.4. Storage space for 21 quarts of engine oil are in the aircraft bin located aft of the left or right troop door.

Note: These bins will be sealed by maintenance and checked by the flight engineer prior to each flight. During off station missions an additional case of each may be carried.

10.12.8. Operations on Unimproved/Unpaved Runways. 919 OG/CC approval is required prior to any operation on unimproved/unpaved airfields for aircraft assigned to the 919 SOW (approval for the 5 SOS is with the 16 OG/CC). Approval requests will include the surface type (dirt, rock, clay, etc), runway/taxiway dimensions, Landing Zone (LZ) Survey, number of planned takeoffs/landing and the weight bearing capacity of the runway, taxiways and parking apron. Approval requests will be routed through 919 OG/OGV to 919 OG/CC.

10.12.8.1. The squadron will ensure proper preparation of the aircraft prior to these operations (i.e., removal or taping of belly antennas). Ensure the AAR is in STBY prior to all landing/takeoff operations. Use of the Underbelly Protection System (Rock Guard) is required.

10.12.8.2. Belly Antenna Damage. Aircrews will make the following entry in the AFTO Form 781A upon mission termination if the aircraft performed any takeoffs or landings on unpaved/poorly maintained surfaces: “(Number) landings and/or (number) takeoffs performed on an unpaved runway. Request inspection of belly antenna arrays.”

### **10.13. EGLIN RANGE OPERATIONS.**

10.13.1. AACI 11-201, Air Operations, contains Range information for crews. Pertinent data used daily has been extracted and added to this paragraph. Crews must be familiar with this publication for the safe and orderly conduct of their missions within the Eglin Range complex.

10.13.2. Aircraft separation. Aircrews are responsible for the separation of aircraft operating under the same mission number. Aircrews are also responsible for the separation of aircraft participating in “shared airspace” missions (independent missions sharing airspace resources with another independent mission). Separation between missions operating in adjacent airspace areas is achieved by aircrews remaining within their assigned mission airspace/profile. Workload permitting, Eglin Mission Control will provide advisories to help crews remain within assigned airspace, and issue radar traffic advisories.

10.13.2.1. Missions in the Eglin Range will be conducted IAW the standard profile definitions listed in AACI 13-204, *Mission Scheduling & Control*.

10.13.2.2. Aircrews will remain within their assigned airspace/profile. Crews operating under Eglin Mission Control in W-151 subareas C and D must be especially vigilant in ensuring they remain within their assigned airspace. Radar and radio limitations may preclude radar services when operating below 15,000 feet MSL in these areas.

10.13.2.3. When flying non-standard formation under Eglin Approach control, the last element will squawk mode 3, code 0200, and mode C. Non-standard formation is defined as greater than 1 NM horizontal and/or more than 100 feet vertical separation.

**10.14. OPERATIONS IN EGLIN RESTRICTED AND WARNING AREAS.** Aircraft may proceed to the restricted/warning areas under IFR or VFR. Operations within the areas may be conducted in VMC or IMC.

10.14.1. All flights in the Eglin complex will be conducted under IFR to the maximum extent possible.

10.14.2. Transit to and from the Eglin ranges must be accomplished with Eglin Mission Control. Clearance from Eglin Mission Control must be received prior to entering the restricted/warning areas. Attempt contact with Eglin Approach Control on 393.0 when entering from the north. Approach Control will hand you off to Mission Control for clearance to enter and work in the ranges.

10.14.3. On initial contact with Eglin Approach/Mission Control, relay your position, mission number, area of operations and activation of MOAs (if required). Monitor the Mission Control frequency at all times when in the mission airspace. Common mission frequencies: West range: 315.0/135.25; East range: 262.3/135.25; Water range: 290.9.

10.14.4. Several ranges may be active at the same time. Eglin Mission control issues an airspace advisory using range numbers, e.g., "Cleared to work B6, surface to 3,000 ft, within profile. Be advised B-72 to the southwest is active". For this reason, aircrews should carry a local area chart with range boundaries and vertical limits identified.

10.14.5. The Eglin MOAs, when activated, normally encompass airspace from 200 to 3,000 feet AGL. Eglin Mission will not clear IFR traffic below 3,000 feet AGL while the MOAs are activated. VFR traffic may still transit the MOA. IMC operations are approved within the MOAs if on an IFR flight plan and under an IFR clearance with Eglin Mission. IMC operations are not approved if on a VFR flight plan or operating under a VFR clearance with Eglin.

10.14.5.1. When not within the boundaries of the restricted area, and not on an IFR clearance, aircrew must remain in VMC with the required visibility and cloud clearance limits for flight under VFR. Aircrews should activate the appropriate MOAs when operating under VFR outside of the restricted areas.

10.14.5.2. IMC operations are approved within the restricted areas. Limitations to this IMC approval are written in the individual profile descriptions later in this section.

10.14.6. Aircraft operating within the restricted areas may turn off all external aircraft lighting as necessary for mission accomplishment. Aircraft maneuvering outside of the restricted areas will display all required external aircraft lighting IAW applicable AFIs.

10.14.7. SPADATS. Electro-Explosive Devices (EED) Hazard Zone, in R-2914A, consists of the circular area radiating 2.5 NM from the point at coordinates 30-deg 34 min 19 sec North Latitude and 86 deg 12 min 57 sec West Longitude. It extends from the surface to FL 230. All aircraft will avoid this area.

### **10.15. RANGE OPERATIONS WHEN THE EGLIN RADAR CONTROL FACILITY (ERCF) IS CLOSED.**

10.15.1. ERCF normal operating hours are 0600L to 2400L Monday through Friday. The ERCF will be closed at all other times including weekends and holidays. In order to give Jacksonville Center or Pensacola Approach the ability to provide flight following during these times, an IFR flight plan must be on file. A Letter of Agreement (LOA) has been implemented to allow for use of the Eglin airspace on a limited basis during ERCF closure periods. Numerous restrictions have been placed on the scheduling of this airspace. Refer to this LOA for details on scheduling and using the Eglin airspace during these time periods. Pertinent aircrew information is contained in the following paragraphs.

10.15.2. The airspace must be scheduled and a mission number must be issued prior to use of this airspace. Aircrew will file an IFR flight plan to the scheduled area. If the Duke Control Tower is closed (see Uncontrolled Operations at Duke Field), file this flight plan with Eglin Base Operations. This flight plan must include the length of delay and altitudes requested. Jacksonville Center will provide entry/exit control for R-2914 and W-151. Pensacola Approach Control will provide entry/exit control for R-2915. Simultaneous use of the East Ranges and West Ranges is prohibited. Simultaneous use of the Land Ranges and Overwater Ranges (W-151) is authorized only if scheduled under separate mission numbers.

10.15.3. Contact the appropriate ATC agency for clearance into your scheduled airspace. They will need your call sign, mission number, airspace requested, altitudes, and estimated length of time in the airspace. Monitor the assigned ATC frequency while using the airspace. ERCF delegates to Pensacola Approach the use of assigned frequencies 127.7, 124.05, 133.0, 393.0 and 358.3 during the hours of closure.

**10.16. DECONFLICTION WITH NAS WHITING AIRCRAFT.** NAS Whiting aircraft conduct numerous VFR training operations in Alert Area 292 during the hours of 0700-2300L, Monday through Friday. They also conduct operations at the Crestview VORTAC (CEW), Bob Sikes Airport, Duke Field and the many Navy Outlying Fields (OLF) which surround R-2915A. Due to this heavy traffic congestion, a high potential for midair collision exists. Comply with the following restrictions:

10.16.1. Use exercise extreme caution when flying in the vicinity of Holley OLF, Santa Rosa OLF, Choctaw OLF and Harold OLF. These fields are used extensively by Navy aircraft both day and night. Aircrew will ensure they have Harold OLF (N3041.0 W08653.3) on their charts. It is not located on current TPC or JOG charts.

10.16.2. Make a position call (in the blind) on VHF 121.95 (Navy Instructor Common), during your first run-in to the Field 6/Sontay DZ (B6) area. This call should include a geographic reference for your position along with your intentions (e.g., "Goose 71 is 10 miles north of Bear Lake for operations at Field 6"). Continue to monitor this VHF frequency for any other reported traffic during your operations in the B6 area. NAS Whiting aircraft will also be giving position reports on this frequency.

10.16.2.1. Altitude restrictions during run-ins/racetracks to the B6 area: From N 31-00.00 degrees latitude to 10 NM north of R-2915A, maintain at or below 1000 feet MSL. From 10 NM north of R-2915A to the northern boundary of the restricted area, maintain at or below 800 feet MSL. Use caution for the NAS Whiting Class C airspace, which is located north of R-2915A. The outer ring begins at 1400 feet MSL.

10.16.3. All aircraft flying northbound through the CEW VORTAC should maintain 3000 feet MSL until ten miles north of CEW (approximately N 31-00.00). If the mission dictates a lower altitude, fly at least three miles to the east of the CEW VORTAC and avoid over-flying the Bob Sikes Airport or the city of Crestview below 1500 feet MSL.

10.16.4. If unable to comply with the above altitude restrictions, notify air traffic control and, if necessary, emphasize your altitude during the radio call on 121.95.

**10.17. LOCAL AIRDROP/AIRLAND PROCEDURES.** Weather minimums for drop zone (DZ) operations are given in AFI 13-217, *Assault Zone Procedures*. IMC SCAs require HQ AFSOC/DO approval. Weather minimums for IMC SCAs are given in AFI 11-2MC-130, Vol 3.

10.17.1. Field 1 (Wagner Field, Bogart DZ, C-5). Due to TERPs restrictions at the Field 1 Landing Zone (LZ), Runway 36 is only approved for landings (no takeoffs are allowed on Runway 36) and Runway 18 is only approved for takeoffs (no landings are allowed on Runway 18). IMC SCAs are not approved for Field 1. FARP and IMC airdrops are approved on Field 1. Ensure deconfliction with operations at Pino DZ. LZ/DZ frequencies: 325.7/139.85.

10.17.1.1. The Field 1 LZ south end overrun surface, and north end 3900 Feet, is decayed and should be used for roll-out and taxi only. Because these parts of the paved surface are extremely decayed, aircraft moving at speeds greater than taxi speed may incur damage. Aircrews will not execute takeoff rolls or high speed landing roll-outs (except in the case of emergency) on these surfaces.

10.17.2. Pino DZ (C-61A). IMC airdrops are approved on Pino DZ. Racetrack patterns should be flown to the east to avoid R-2918. R-2918 is contained within the C-61A, L-15 profile, but sometimes is still hot with other activity. In the event of an airdrop malfunction, salvo turns should be flown to the west to avoid over-flying Highway 285. Aircrews must inform Eglin Mission Control of their intention to transit R-2918. Ensure deconfliction with operations at Field 1. DZ frequencies: 266.15/139.85.

10.17.3. Field 6 (Biancur Airfield, TAB 6, B-6, Hobnob DZ). Field 6 is approved for airdrop, airland and FARP. Field 6 is approved for IMC airdrops. Field 6 is approved for IMC SCAs to either runway IAW HQ AFSOC waiver 99-06-06. The entire IMC portion of the SCA must be contained within the restricted area. Avoid over-flight of the Ranger Camp. Landings with standing water on the LZ, will be at the discretion of the Landing Zone Control Party. Ensure deconfliction with operations at Sontay DZ. LZ/DZ frequencies: 371.1/138.1.

10.17.4. Sontay DZ (B-6, TAB 6, Khafji DZ). Sontay DZ is approved for IMC airdrops. Racetrack patterns should be flown to the west, remaining south of the IP and within 3 miles laterally of the DZ run-in course. Ensure deconfliction with operations at Field 6. DZ frequencies: 371.1/138.1.

10.17.4.1. Eglin range B-7 is activated for use by AC-130 aircraft. If, for emergencies, an aircraft operating at Field 6 or Sontay DZ needs to transit the airspace near B-7, call on Guard frequency (243.0) "Range B-7 cease fire", and ensure aircraft exterior lights are on.

10.17.5. B-70 (Elizabeth DZ and Eileen DZ) is approved for airdrop operations. IMC operations are approved. Due to the close proximity of other ranges, extreme vigilance is required on the escape maneuver. Daily mission activity will dictate which area is the safest for accomplishment of multiple racetracks.

10.17.6. D-54 Water DZ is approved for airdrops of personnel and equipment. The altitude of the aircraft is limited to 3000 feet MSL for the standard profile. DZ controllers should be in a safety boat with the appropriate medical support. IMC airdrops are approved on this DZ. Ensure that the Eglin MOAs are activated if the approach is from the north. DZ frequencies: 371.1/138.1.

10.17.7. Field 10 (Choctaw OLF, Dillon Field, Choctaw DZ). Special coordination with NAS Whiting and NAS Pensacola is required prior to use of Field 10. It is located on the Eglin Reservation, but is inside of Pensacola Approach Control's airspace. Field 10 is approved for airdrop and airland operations. IMC airdrops are approved. IMC SCAs are not approved. Field 10 is outside of restricted airspace, therefore, aircrew must display all external aircraft lighting IAW with applicable AFIs. Aircrew should contact Pensacola Approach Control during operations at Field 10.

10.17.8. SCAs at Duke Field. IMC SCAs are not approved at Duke Field. SCAs should be flown to Runway 18 (or ALZ South), circle to land Runway 36 (or ALZ North), if necessary. Advise Eglin Approach if you plan to over-fly the Bob Sikes Airport at less than 2200 feet MSL. If intending to over-fly Bob Sikes Airport at less than 2200 feet MSL, broadcast on CTAF (122.95) your call sign, type aircraft, position and flight intentions when approximately 10 miles from the airport. Do not over-fly Bob Sikes at

less than 1000 feet AGL. If lower altitudes are required, offset the run-in course to the east or west so as to avoid the Bob Sikes traffic pattern. Avoid over-flight of the city of Crestview below 1500 feet MSL.

10.17.9. Duke ALZ. The Duke Field Assault Landing Zone (ALZ) has 3500 feet of useable runway length, and is 60 feet wide. This ALZ also has 300 feet of overrun on each end, but does not have a Safety Zone. The ALZ has permanent runway lighting installed, which offers selections of nighttime Airfield Marking Patterns (AMP) of AMP-2, AMP-3 or AMP-4 (no markings). These AMPs can be selected for either direction of flight (ALZ South or ALZ North). These lights can be controlled by the Duke Control Tower, or by a Landing Zone Controller (LZC). Daytime AMP markings can be manually setup by an LZC if precoordinated. Contact the Duke Tower (or LZC) for clearance to operate on the ALZ. Use the terminology "ALZ South" or "ALZ North" to identify your intentions to operate on the ALZ and give direction of flight. Also, give your requested AMP setting. A Letter of Agreement (LOA) has been established to coordinate operations on the Duke ALZ. See this LOA for details.

10.17.9.1. The Duke ALZ is not an approved instrument runway. There are no instrument approaches to the ALZ. The weather must be VFR to conduct operations on the ALZ.

10.17.10. NVG Landings on the Duke Main Runway. Contact Duke Tower to conduct lights-out operations on the Duke Main Runway 18/36. Tower will not give priority to NVG landings over normal traffic. Tower will coordinate with all pattern aircraft prior to turning off (or on) the main runway/taxiway lights. A Letter of Agreement (LOA) has been established to coordinate NVG landing operations on the Duke Main Runway and ALZ. See this LOA for details

10.17.11. IMC SCAs are approved at Hurlburt Field IAW HQ AFSOC waiver 99-06-06.

10.17.12. 919 OSS/DOO will schedule and squadron operations center personnel will confirm medical support for actual personnel airdrops and fire truck support for LZ work.

## **10.18. DROP ZONE CONTROLLER DUTIES.**

10.18.1. Clearance to drop from the DZ controlling party is mandatory. Clearance to land/takeoff by the LZ controlling party is mandatory. Clearance to drop/land/takeoff may be conveyed by any appropriate means (i.e. ground marker panels, lights, beacon, verbal, or any pre-briefed signal).

10.18.2. The Drop Zone Controller (DZC)/Landing Zone Controller (LZC) is responsible for all activities on and immediately above the DZ/LZ. He must take all steps necessary to ensure safety of the aircraft and ground personnel. All ground party members are responsible for assisting the DZC/LZC with all activities in the management of the DZ/LZ. For personnel drops, at least one qualified medical person will be designated for medical support. Normally, the DZC/LZC will attend the crew briefing to discuss such items as position of block letters, runway light patterns, radio frequencies, etc. As a minimum the DZC/LZC must coordinate with the crew prior to the crew departing for the aircraft. 919 OG/CC may choose qualified aircrew members, both rated and non-rated, to perform DZC duties for unilateral single-ship training missions.

NOTE: 919 SOW assigned DZCs are not qualified to control the drop zone for actual personnel airdrops. A qualified DZC from CCT, STS or the customer performing the airdrop will be in place on the drop zone to control actual personnel airdrops.

10.18.3. Airdrops of actual loads will not be accomplished without a qualified malfunction officer/NCO/loadmaster present on the drop zone. Actual loads are defined as any airdrop load other than a Standard Airdrop Training Bundle (SATB). STS/DZC will not give clearance to drop without a malfunction officer/NCO/loadmaster (qualified rigger) on the drop zone.

## **10.19. AIRDROP PREPARATIONS.**

10.19.1. Jumpmaster Directed Airdrops. 919 OG/CC has delegated the approval authority for Jumpmaster Directed Airdrops to the squadron commander or operations officer (5 SOS and 711 SOS). 16 OG/CC has delegated this approval authority to the 8 SOS/CC.

10.19.2. HALO/HAHO Release Point Computations. For all HARP operations, 919 SOW crewmembers should make every attempt to use a 1:50,000 chart or larger. This chart should be large enough to contain the Point of Impact (PI) as well as the HARP location. Navigators should consider using an approach factor for drop zones that are bordered by obstacles such as power lines or trees. An approach factor is the altitude at which the jumpers plan to be overhead the PI and allows the jumpers to maneuver for landing. If used, the approach factor must be briefed to the jumpers.

10.19.2.1. Aircrews will ensure all aspects of HALO/HAHO drops are discussed in detail at the Pilot/Jumpmaster brief. Insist on positive feedback when discussing High Altitude Release Point (HARP) location and wind data, as well as resolving what items will be passed to the Jumpmaster in flight. Terminology should be clear and unambiguous.

10.19.2.2. Navigators will compare their HARP location and calculations with the Jumpmasters chart and calculations. Both will agree on the formulas and K values to be used.

10.19.2.3. Inflight changes to the HARP location or significant wind changes will be relayed to the Jumpmaster as soon as possible.

10.19.2.4. Drive distances calculated for both HALO and HAHO drops are the maximum theoretical, and depend on the parachutist's proficiency, accurate wind averaging, plus the age and condition of the parachute. For training, it is suggested to use a percentage of the drive distance (80 percent recommended).

10.19.2.5. Aircrews may need to ensure a NOTAM is published for HALO/HAHO operations if the HARP location falls outside of restricted airspace.

10.19.3. SATB Airdrops with Actual Loads Onboard. Do not open the ramp and door to accomplish SATB or simulated airdrops with actual loads rigged for airdrop. In the event that actuals cannot be dropped for any reason, appropriate airdrop rigging will be derigged and secured prior to opening the ramp and door. Inflight rerigging may be accomplished using the 1748 inspection form. Note all items in-flight rigged in the remarks section.

10.19.4. Use of Chemlights on Airdrop Training Loads:

10.19.4.1. Overt chemlights will be attached to airdrop training loads in the following manner:

10.19.4.1.1. HSLPADS/CRS/CDS. Attach two chemlights, one each on opposite sides of the bundle.

10.19.4.1.2. Heavy Equipment (Towplate). Attach four chemlights, one on the drogue line aft of the towplate, one on the extraction line forward of the towplate (but not on the line bag), and one each on opposite sides of the load. After the chemlights are tied to the drogue/extraction line, tape the light in place (top and bottom) to the drogue and extraction line to prevent separation from slipstream turbulence.

10.19.4.1.3. Heavy Equipment (Non-towplate). Attach three chemlights, one on the extraction line (not on the line bag), and one each on opposite sides of the load.

10.19.4.1.4. SATB. Attach two chemlights, one each on two different attaching points on the bundle.

10.19.4.2. These procedures are only for local training drops. The user/unit responsible for actual loads will determine chemlight requirements to be used.

10.19.5. HALO / RAMZ Rigging. The following procedures will be used when HALO jumpers follow a RAMZ bundle: The right/left anchor stop will be positioned at FS 749 and taped. The RAMZ bundle static line will be attached to this anchor cable. After the bundle has cleared the ramp, the Loadmasters will manually retrieve the static lines before the HALO jumpers exit the aircraft.

10.19.6. Paratrooper Weights. The maximum weight for a towed paratrooper over the cargo ramp is 325 pounds (does not apply to combat or actual contingency missions). It is the user's responsibility to ensure their jumpers weigh no more than the stated limitation.

## **10.20. AIRDROP MALFUNCTIONS AND OFF-DZ DROPS.**

10.20.1. All airdrop malfunctions and off-DZ drops must be reported through command channels to 919 SOW/CP, who will notify 919 OSS/DOW (Tactics) and HQ AFRC Command Center. For airdrop malfunctions, the crew will cease all training and return to base via the most direct route for a full stop landing. Prior to landing, the only items that may be moved or changed are those which will make the aircraft safe for landing. The aircraft/load will be inspected after landing.

10.20.1.1. If anyone on the crew is assigned to the 16 OG, notify the 16 SOW Command Post of the incident.



10.20.2. After landing, each crewmember, parachutist and DZ controller will independently prepare a written statement of the events surrounding the incident. Aircraft commanders will complete a DD Form 1748-2, **Airdrop Malfunction Report**. The following documents will be turned in to the ODO in a sealed envelope: flight orders, flight plan, weather briefing, weight and balance, hazardous cargo/passenger manifest, radio operators log, navigators flight charts, logs, and airdrop computation data, DTMs (If applicable), and applicable Joint Airdrop Inspection Forms.

10.20.3. If the incident occurs away from home station, have the servicing command post forward the envelope via overnight mail within one duty day of the incident.

10.20.4. All crews involved in off-DZ drops or airdrop malfunctions will be grounded until the Wing Aerial Delivery Review Panel (ADRP) convenes and concludes its investigation. This is to ensure crewmembers are available when requested by the board chairman. The panel will convene at 1300L in the 919 OG/CC conference room the next duty day if the incident occurred in the local area. If the incident occurs away from home station, the crew will not be allowed to participate in tactical operations until the OG/CC or designated mission commander reviews the circumstances surrounding the incident. The designated mission commander may clear the crew to fly, but should make every attempt to contact the OG/CC for approval. If the mission commander was on the mishap flight, then only the OG/CC or designated representative may clear the crew to fly. Crews will meet the ADRP within five days after returning to home station.

10.20.4.1. If the aircraft commander is assigned to the 16 OG (8 SOS or 9 SOS), then the 16 OG will conduct the ADRP. 16 OG/CC has the final word on administrative action for 16 OG assigned personnel.

10.20.5. Combined 919 OG and 16 OG aircrews. A Memorandum of Agreement (MOA) between the 919 SOW/CC and 16 SOW/CC has been created to cover this situation. This paragraph contains pertinent information from that MOA. When crews combined of both 919 OG and 16 OG personnel experience an off DZ drop or airdrop malfunction, the aircraft commander will report the problem to the command post (CP) monitoring the mission. Ensure the appropriate paperwork is turned in to that CP. The CP that initially receives notification will in turn notify the counterpart CP (i.e., if the incident occurs on an MC-130E, the 919 SOW/CP will notify the 16 SOW/CP; both CPs will then run the appropriate checklists). The crewmembers will not fly again until cleared by their assigned OG/CC.

10.20.5.1. In the event an ADRP is needed, the panel will be conducted by the aircraft commander's assigned OG. However, a like Mission Design Series (MDS) Group Stan/Eval representative, Tactics representative, and Flight Safety representative from the other OG will be invited to sit on the panel. These representatives will be part of the decision process and will report the results to their appropriate OG/CC immediately following the panel. The unit hosting the ADRP will be responsible for compiling the report. The report will be coordinated through the counterpart OG Tactics Office before it is released to HQ AFSOC/DOXT.

10.20.5.2. Although both OGs should follow the findings and/or administrative action of the ADRP, each OG/CC will have the final word on administrative action for their assigned personnel.

10.20.6. The Aerial Delivery Review Panel is required for Off-DZ drops; damage to the aircraft resulting from an airdrop; injuries to jumpers or damage to airdrop equipment (unless the injuries/damage resulted from foliage, obstructions, or hazards that are known to the crew/jumpers or listed on the DZ survey).

10.20.7. The ADRP is not required for unusual events during airdrops that may require further study (i.e., autodrop not releasing, minor lock problems, chute malfunctions, etc.). Report these events to the controlling OG Tactics Office (919 OSS Tactics for 711/8 SOS, 16 OSS Tactics for 5/9 SOS).

## **10.21. LOW-LEVEL OPERATIONS.**

10.21.1. General. All pilots and navigators will check FLIP AP/1B to be aware of high/low speed low-level routes that conflict with their proposed low-level routes. IR/VR/SR routes that cross any planned low-level are areas of high potential for midair collisions. Aircrews will use the Local Area Reporting Points sheet (Attachment 3) for deconfliction purposes. Most of our local low-level routes (SR-101, SR-102, SR-103, SR-104, SR-105, SR-106, SR-119, IR-57, and IR-59) are defined in FLIP AP/1B. The SR-101C Route and the 9 SOS LATN Route are locally generated routes through the approved LATN area. The SR-101C turnpoints are defined in Attachment 4. The 9 SOS LATN Route turnpoints are defined in Attachment 5. The coordinates for the boundaries of the LATN area can be found in the current FCIS.

10.21.1.1. Avoid all noise sensitive areas (vertically or horizontally, as required) published in the current FCIS and FCIF. Aircrews will also check FLIP for the construction of new nuclear power plants and avoid them by 5 NM. Avoid any mink/turkey/ostrich farm or horse ranch by at least 1000 feet AGL or one nautical mile laterally. Avoid controlled airports by 5 NM. Avoid uncontrolled airports by 3 NM when possible. Do not fly within 3 NM of prohibited airspace. Do not fly through Class B, C, or D airspace without approval from the controlling agency.

10.21.1.2. For all points south of N34-00.00 degrees on our local training routes, aircrews are encouraged to fly as high as 1000 feet AGL when doing so will not interfere with training requirements. Crews may descend to lower altitudes if training requirements or weather dictates. When flying north of the 34-degree line, crews can and should fly normal training altitudes. The area north of the 34-degree line is less densely populated and offers a much smaller chance of aggravating the local populous into filing noise complaints. The logic is to help reduce noise complaints and improve public relations. Crews are encouraged to apply the same logic when flying low-level routes on off-station training missions.

10.21.1.3. At the minimum, a listening watch will be maintained on UHF 255.4 or VHF 122.2 while flying on any low-level route.

10.21.1.4. All low-level routes will be flown at 500 feet AGL or higher until a formal survey is performed. Survey flights will be flown during daylight conditions and may be flown as low as 250 feet AGL. One crewmember should devote his full attention to visually identifying obstacles, chart errors and noise avoidance areas.

10.21.1.5. Crewmembers will build charts. Aircrews are encouraged to use aids such as 1/50,000 charts, drop zone photos, or mosaics to review visual geographic reference points on the IP/DZ/LZ run-in. Aircrews will use a combination of GPS/radar/mission computer/visual updates to confirm the CARP location and drop zone boundaries. Terrain avoidance procedures that can generate an OW must be plotted on a TPC or larger chart, if one is available. Use radius of turn performance charts to calculate start/delay turn points, and offsets left or right of course.

#### 10.21.2. Training Route Restrictions:

10.21.2.1. SR119/SR101C. These are one way routes flown clockwise. Do not fly these routes in reverse at low level altitudes. If early turn around is required, cross directly eastward to join the southbound leg. If this is not possible, exit the low-level structure at an altitude at least 1000 feet above MSA. Five NM prior to crossing the Dalton airport extended runway centerline at waypoint NK on SR-101C (Pt L on SR-119), make the following call in the blind on VHF 122.7: "Dalton traffic, C-130 crossing four miles south on extended runway centerline." The leg from L-M on SR-119 directly corresponds to a leg on the SR-101 route published in FLIP. On the SR-101 route this leg has a 500 feet AGL restriction from 25-15 NM to go. This restriction was inadvertently left off the SR-119 route. Aircrews should comply with the 500 feet AGL restriction on SR-119 from 25-15 NM to go to point "M". From CEW-B/ALIPS, fly a hard altitude of 1700 feet MSL northbound, 1200 feet MSL southbound. Aircraft may descend to lower altitudes when 15 NM south of B/ALIPS and heading inbound to the Eglin ranges.

10.21.2.2. Non-published routes. A non-published minimum-use low-level route will be constructed to avoid high-density traffic/populated areas to the maximum extent possible. Aircrews will comply with formal survey procedures stated above.

10.21.2.3. Report all significant weather to METRO and other aircraft on the same general routing expeditiously. If unusual turbulence is encountered, reduce airspeed, consider a climb to a higher detent/altitude, and analyze whether continuing the mission is safe and if productive training can be accomplished. If these objectives cannot be met, either change the mission or RTB.

#### 10.21.3. Low-Level Deconfliction and Radio Procedures:

10.21.3.1. Prior to flight, a crewmember will review the daily range schedule and brief their crew on other aircraft operating in the LATN area that could conflict with their mission. This should include call signs, mission profiles, low-level routes and scheduled times.

10.21.3.2. In-flight, all aircraft will maintain a listening watch on FSS (255.4/122.2). While in the low-level structure, all aircraft will make a position report at the mandatory position reporting points identified on the Local Area Reporting Points/Deconfliction Sheet as shown in Attachment 3.

10.21.3.2.1. Include the following information when making position reports: call sign, position, time, name of low-level route, direction of flight, name and ETA of next waypoint, and other pertinent information (i.e., poor weather, in-flight hazards, turning around early, traffic conflicts, etc).

10.21.3.2.2. A crewmember will react to position reports received by comparing points/ETAs on the Local Area Reporting Points/Deconfliction Sheet (Attachment 3) for potential conflicts. A conflict exists when ETAs are within 3 minutes of each other. Aircraft will be deconflicted by a minimum of 500 feet. Use of air-to-air TACANs will aid in separation.

10.21.3.2.3. Occasionally, the 20th SOS operates out of the Asheville Airport, NC. Their operations occur at the northern end of the SR-119/SR-101C and LATN routes. Helo crews will be monitoring 255.4 at all times. Helo altitudes will be between 200 feet and 500 feet AGL. A duty officer at the Asheville Airport can be reached after 2100Z daily at (704) 684-4840/4847 for premission deconfliction.

10.21.3.3. Crews flying other than standard routes in the LATN area will determine where their route crosses standard routes and deconflict route-crossing points by altitude, climbing to a minimum of 1500 feet AGL, unless deconfliction is assured by time, position and/or radio contact.

## **10.22. ELECTRONIC COUNTERMEASURE (ECM) TRAINING.**

10.22.1. ECM training in the United States will be conducted IAW CJCSM 3212.02, Performing Electronic Attack in the United States and Canada for Tests, Training, and Exercises, all applicable directives (specific range procedures, local area restrictions, etc), and the following AFSOC ECM policy: For training, operational ECM software can only be used in the CONUS, and only after the signal collection risk has been evaluated.

10.22.1.1. Evaluate the signal collection risk through coordination with squadron intelligence personnel. EWOs will complete and submit a coordination worksheet to 919 OSS/IN personnel at least two days in advance of ECM operations.

10.22.1.2. After analyzing the signal collection risk, operational ECM software may be used during scheduled airborne intercepts and against ground and sea-based threats. Use of operational software against Multiple Transmitter Emitter Systems (MUTES) is prohibited at all times. Accomplishing a system BIT with operational software loaded is approved.

10.22.1.3. In all other training situations, or when overseas, only use ECM software versions specifically designated for training. If training software is nonexistent or unavailable, transmission of ECM in these situations is prohibited.

10.22.2. ECM training outside the United States and Canada will also comply with all host nation/state agreements and applicable directives.

10.22.3. All airborne intercept (AI) training will be conducted IAW AFI 11-214, Aircrew and Weapons Director Procedures for Air operations.

10.22.4. Radio discipline and COMSEC will be maintained during all forms of ECM training to prevent disclosure of classified information. Crews will take additional precaution to guard against unwarranted radio frequency interference (RFI) that could interfere with test missions being conducted on Eglin ranges.

10.22.5. The following is chaff and flare guidance and is listed by area:

10.22.5.1. Eglin ranges. Missions into the Eglin airspace complex are subject to the following restrictions listed in AACI 11-201. Expendable usage in the Eglin Range must be coordinated and scheduled. The assigned mission number indicates this has taken place and should be verified with the Eglin Range Operations Control Center (ROCC) (882-5800). Additionally, if the airspace will be shared with Hurlburt aircraft, crews must advise Hurlburt Command Post (884-7774). This is an emphasis item with the ROCC. Failure to do so jeopardizes the use of expendables in the Eglin Complex.

10.22.5.1.1. Flares in Warning Areas/Over Water. Flares may be employed anytime within the scheduled airspace, provided the aircraft is above 1500 feet AGL, or the aircraft is below 1500 feet AGL and at least 3 NM from any surface vessel, platform or land mass. Flare drop activity in Warning Areas W-151 and W-470, between the hours of 1600-0700L, will be coordinated with the U.S. Coast Guard.

10.22.5.1.2. Flares in Restricted Areas/Over Land. Flights must be specifically scheduled for flares and receive clearance from Eglin Mission Control prior to dispensing. Flares may be employed over the Eglin Reservation only. Do not expend flares over populated areas, personnel, or structures. Minimum release altitude over authorized test areas is 200 feet AGL. When not over authorized test areas, minimum release altitude is 500 feet AGL.

10.22.5.1.3. Destin Coast Guard Notification. To minimize false alarms and unnecessarily generated search and rescue sorties, 919 SOW aircrews will contact Destin Coast Guard Station at 244-7146/0846 when dropping flares over water in the local area. Contact the station prior to flight, or in flight through the 919 SOW Command Post or ODO, and pass call sign, approximate time flares will be dispensed, and approximate location (miles off shore) flares will be dispensed.

10.22.5.1.3.1. Advising Eglin Mission Control of Flare Release. In W-151. After releasing flares, Pilots/CSOs will advise Eglin Mission Control of the Start and Stop times of flare activity. Eglin Mission Control will relay the information to the ROCC.

10.22.5.1.3.2. In W-470. After releasing flares, Pilots/CSO will advise Corridor Control or appropriate mission Radar Unit (MRU) of the start and stop times of flare activity. Corridor Control or MRU will relay information to the ROCC.

10.22.5.1.3.3. The ROCC will forward flare activity information to the Mobile Coast Guard Station, (205) 441-6211, as soon as possible after received.

10.22.5.1.4. Chaff in Eglin Airspace Complex. Flights must be specifically scheduled for chaff and receive real-time approval for chaff dispersal from Eglin Mission Control, prior to dispensing. Eglin Mission Control may require a test dispersal to determine wind effect.

10.22.5.1.4.1. Over Land. Chaff employment is limited to 2000 feet AGL and below in R-2915A, north of Aux Field 6 and west of A-77. The remaining areas in R-2915A are limited to 4000 feet AGL and below. Chaff over C-52 in R-2914A is limited to 4000 feet AGL and below. All other areas of Eglin restricted airspace (over land) are limited to 2000 feet AGL and below. No chaff is permitted in the north/south or east/west VFR corridors.

10.22.5.1.4.2. Within Warning Areas. Chaff will normally (depending upon test mission requirements) be authorized within W-151 C/D provided the flight is scheduled for the airspace from the surface up to the employment altitude. Aircrews will ensure that chaff is not employed under any conditions that would cause it to drift outside of the scheduled working area, particularly to the south where it could interfere with the Gulf Route. Chaff usage within W-151 A/B and Shoreline Areas 3/5/6/7 must be specifically scheduled and aircrews must ensure chaff is not employed in such a manner as to allow it to drift into any of the corridors or affect air traffic facilities.

10.22.5.2. Procedures for expendables in all other areas within CONUS are as follows:

10.22.5.2.1. Dispense flares only within restricted areas when over land IAW controlling agency procedures and restrictions, and only when approved by the controlling agency. Do not drop flares below 500 feet AGL while operating in an area without specific altitude restrictions for flare employment. Dispense flares within warning areas/overwater IAW applicable controlling agency procedures and restrictions. Dispense flares over open water only when at least 3 NM from any surface vessel, platform or land masses.

10.22.5.2.2. Dispense chaff IAW CJCSM 3212.02. Dispense chaff only within restricted areas over land, IAW controlling agency procedures, and only when approved by the controlling agency.

10.22.5.3. For expendable drops outside CONUS, comply with all host nation/state agreements and restrictions.

10.22.5.4. Off Range Expenditures:

10.22.5.4.1. In the event of an off range expenditure (flares or chaff), advise Range Control and the 919 SOW command post and/or the ODO. They will notify 919 OG/CC. The ODO (and maintenance, if necessary) will meet the crew at the aircraft to obtain information and statements concerning the incident. 919 OSS/DOW will conduct an investigation of 711 SOS missions and forward a report to the 919 OG/OGV and squadron CC. These procedures apply to on and off station missions.

10.22.5.4.2. Report the following information to the 919 SOW Command Post and/or ODO: time/date, range/target, suspected location of impact and distance off range/target, aircraft altitude, aircraft type and tail number, aircraft commanders name/rank, type chaff/flares, suspected damage or injury.

10.22.5.4.3. 8 SOS missions. If the event occurs on an 8 SOS mission, call the 16 SOW Command Post with the above information. 16 SOW Command Post will notify 16 OG/CC and 16 OSS/DOK. 16 OSS/DOK will conduct an investigation and forward their report to 16 OG/OGV and squadron CC. Applicable crewmembers will prepare written statements and forward them to 16 OSS/DOK. All 8 SOS crews involved in an off-range expenditure will be grounded until the 16 SOW Firing Incident Review Panel (FIRP) convenes and concludes its investigation. If the incident occurs away from home station, the crew will not be allowed to participate in tactical operations until the 16 OG/CC, 16 OG/CV, or mission commander reviews the circumstances surrounding the incident.

### **10.23. FUNCTIONAL CHECK FLIGHTS.**

10.23.1. Basic Aircraft FCFs/Terrain Following FCFs. Any highly qualified/experienced crewmember can be used to perform aircraft FCFs. Use instructor/evaluator qualified crewmembers when available. FCF crewmembers must be knowledgeable of T.O. 00-20-5, T.O. 1-1-300, T.O. 1C-130(H)H-6CF-1, T.O. 1C-130B-6CF-1/ T.O. 1C-130(M)E-6CF-1. These publications will be reviewed prior to each FCF.

10.23.2. Procedures.

10.23.2.1. FCFs will not be flown without a formal briefing from the 919 LG Quality Assurance Office (LGQ). All aircraft forms and records will be available for review. 919 LGQ will ensure the FCF crew is briefed on the systems requiring an FCF. This includes reviewing the checklists involved and ensuring the crew understands how to complete the checks and required documentation correctly. The Aircraft Commander and LGQ representative will resolve any discrepancies.

10.23.2.2. FCFs will be flown in day VMC conditions.

10.23.2.3. Aircrew training accomplished in conjunction with an FCF must not involve the subsystem being checked, and must be approved by 919 OG/CC and 919 LG/CC in writing. Exception: Aircrew low-level/tactical training in conjunction with a Terrain-Following Radar FCF may be approved by 919 OG/CC.

10.23.3. When performing Terrain-Following Radar FCFs, the EWO and CSO are not required for the flight, provided no tactical events are planned after the FCF. Both navigators are required. During the TF radar boresight check, crews should use extreme caution when passing over the obstacle at 150 feet or below. On 711 SOS Schoolhouse training missions, one instructor navigator (and/or pilot) with two students is acceptable.

### **10.24. EMERGENCY PROCEDURES.**

10.24.1. Emergency Reporting. Aircrews experiencing in-flight emergencies will notify the controlling agency and the Command Post/ODO as soon as practical. Aircraft/Mission Commanders will complete the 919 SOW Incident Report Sheet with detailed information, and fax a copy to 919 SOW/SE.

10.24.2. Diversion Guidelines. Aircraft may be dispersed under HHQ emergency conditions by the 919 SOW Command Post broadcasting diversion instructions on assigned frequency every 10 minutes. The flight crew, squadron ODO or 919 SOW Command Post may initiate weather diversions. Diversions to other than scheduled landing base will be reported to the Command Post and squadron ODO as soon as practical.

10.24.3. Hung Flare Procedures. To clarify post-landing handling of ALE-40 flares, AFSOC/SE states that if a flare did not fire and is not extended from the canister, it should not be considered hung. 919 Munitions need not be called. Perform normal safety procedures and download the canister normally.

10.24.4. Refueling Hose Jettison. Every attempt should be made to jettison the hose safely before considering landing with the hose extended more than seven feet from the refueling pod. If possible, a hung hose should be jettisoned over Sontay DZ, Pino DZ, any range not active, or an Eglin water range. Contact Eglin Mission or Approach Control and advise them of your problem. Request a range that is not active with ground operations. Prior to hose jettison, crewmembers will attempt to ensure the jettison area is clear of personnel and equipment. If any doubt exists as to whether the jettison area is clear, (fuel permitting) the crew may:

10.24.4.1. Request another jettison area.

10.24.4.2. Determine if a DZC/LZC is available to clear the range.

10.24.4.3. Consider requesting the ODO drive out to the range and clear it.

10.24.4.4. If a hose fails to cut, avoid overflying populated areas and land with the hose extended. An approach to runways 01, 12 or 30 at Eglin or runway 36 at Duke is encouraged.

10.24.5. Lost Communications Procedures:

10.25.5.1. For non-tactical missions, follow the FLIP Lost Communications Procedures.

10.24.5.2. If communications are lost while on a tactical mission within the Eglin AFB Complex, squawk 7700 for one minute, then 7600. If an emergency other than Lost Communications exists, continue squawking 7700. If not VMC, proceed as filed to the last control point, then direct to the DWG TACAN at the last assigned altitude; execute an approach to land at Duke Field. If VMC conditions are encountered after initiating the approach, proceed to Duke Field.

10.24.6. Hot Brakes: The designated hot brake areas at Duke Field are Taxiways B and E.



**10.25. HAR COMMUNICATIONS.**

10.25.1. During Helicopter Air Refueling (HAR) training, the lead tanker aircraft will establish communications on the primary HAR frequency with the lead helicopter. This radio call should occur at 10 minutes prior to the ARCT and is normally accomplished by the Loadmaster. This radio call should include the local altimeter setting and any other pertinent information (i.e., mx problems, poor weather conditions, ARCT changes, etc).

10.25.2. Radio silent (comm-out) HAR may be accomplished during training if all pre-brief requirements between the tankers and helicopters in T.O. 1-1C-1-20 have been met. The radio call at 10 minutes prior to the ARCT will not be required if this pre-coordination has been accomplished.

**10.26. JOINT TEAM MEMBERS MONITORING INTERPHONE.** Joint team members may monitor the aircraft main interphone with aircraft commander approval. Joint team members will not transmit over interphone to effect changes to the mission, call no drops, or direct the aircraft. Exception: Jumpmaster directed airdrops when authorized.

**10.27. OPERATIONS AT BOB SIKES AIRPORT.** Comply with FAR Part 91.127 which requires all aircraft operating at an airfield without an operating control tower to perform left hand traffic patterns only. For noise abatement purposes, all aircraft will climb to 700 feet MSL on climb out before turning to reenter the visual or radar traffic pattern. This climb restriction applies to both Runways 35 and 17.

**10.28. FLYING THE 86-DEGREE 48-MINUTE LINE.**

10.28.1. The 86-degree 48-minute West Longitude line is not a corridor through Warning Areas W-151 and W-155; it is merely a line on the chart that distinguishes one area from the other. Flying along this line does not put the aircraft between the areas, but inside them!

10.28.2. This same line also passes through the Eagle Zulu Warning Areas south of W-151 and W-155. Sea Breeze controls them, but these areas are not depicted on our charts. 1, 2, and 5 border on the 86-degree 48-minute West Longitude line. 1 and 2 extend from 2000 feet to FL 230. 5 extends from 2000 feet all the way up to FL 600.

10.28.3. ATC will not issue an IFR clearance through an active warning area or MOA unless such a flight has previously been coordinated with the controlling agency, and the agency has then notified ATC that the coordination is complete and approved. For flights on the 86-degree 48-minute line, find out first if W-151, W-155, or the Eagle Zulu Areas are active. That information is available in the Notices to Airmen (NOTAM) system under "Special Notices." The computer systems in our command post, at Duke, and at Eglin Base Ops do not carry these notices, but they are hanging on the NOTAMs board at Eglin Base Ops. To check them, call and ask the dispatcher to either fax or read them over the phone.

10.28.4. If the areas are active, call Eglin Mission (2-9153/1) for the Warning Areas; or Sea Breeze (DSN 922-2735 or Comm 850 452-2735), for the areas, and ask for permission to fly through them. If they say yes, notify ATC (via the remarks section on the flight plan) of the coordination and approval to fly through the areas. Some other numbers that may be useful are JAX CTR Missions (DSN 434-3744) and HOU CTR Missions (DSN 729-1491). If unable to find out what is in the Special Notices, these offices should at least be able to report what kind of activity is going on in the Gulf. However, JAX CTR and HOU CTR Missions still cannot clear aircraft into the warning areas.

10.28.5. Aircrews may also file to fly up the 86-degree 48-minute line when returning from points south. If clearance is denied, be prepared to fly the extra distance through Grand Isle, New Orleans, and Semmes, LA. This will add approximately 30-45 minutes more to the flight plan and require crews to be extra careful planning of fuel consumption before departure.

**10.29. VIP FLIGHTS AND STATIC DISPLAYS.** All VIP flights and static displays are directed by the 919 OG/CC and conducted IAW applicable AFIs. Participating crewmembers will be briefed by a designated representative of the squadron CC/DO on duties and responsibilities. For all Distinguished Visitor flights the 919 SOW Command Post will be notified. All flightline photography must be approved by Wing Public Affairs. After air shows, crews will make a thorough preflight with emphasis on FOD and damage to aircraft components.

**10.30. AIRCRAFT TOURS.** Personnel not assigned to the squadron (relatives, friends, etc) are allowed to tour the aircraft; however, such visits will be limited to a small number of people and be coordinated through the 919 SOW Command Post, squadron operations center, maintenance and Security Police. All visits will be on a non-interference basis. Tour groups and all airfield photography must be approved by 919 SOW/PA.

**10.31. VEHICLE PARKING.** All vehicles parked on the flightline at night or in inclement weather must have four-way flashers operating, parking brake set, keys in the ignition, engine off, and parked with the driver's side facing the aircraft.

**10.32. WEAR OF REFLECTIVE MATERIAL BY CREWMEMBERS.** Flightline and aircrew personnel exposed to vehicle or aircraft traffic on the flightline during hours of darkness, or periods of reduced visibility, shall wear reflective accessories. When away from the aircraft environment, aircrew members will wear reflective belts. Aircrew members will not permanently affix reflective material on flight clothing.

**10.33. NIGHT VISION GOGGLE (NVG) PREFLIGHT.** Prior to use inflight, aircrews will perform a thorough preflight of their NVGs (and spares, if necessary) to include inspection of the NVG shell, operational check of each tube utilizing the NVG 20/20 Tester (or an NVG test lane), and an inventory of case accessories. Aircrew will document accomplishment of this NVG preflight on the appropriate form supplied by Life Support. Aircrew will make every effort to set up a test lane (or use the 20/20 Tester) at deployed locations.

10.33.1. Spare NVGs and associated equipment may be signed-out from Life Support. Call Life Support to coordinate for required equipment prior to deployments (i.e., spare NVGs, batteries, helmet mounts, battery packs, NVG test lane or 20/20 Tester, and a lock box for storage).

10.33.2. NVG Documentation. Flying time accomplished using NVGs will be documented for all crewmembers. NVG flying time can be logged while performing primary, secondary, instructor, or evaluator crew duties. NVG time will not be logged during other time.

10.33.3. Personnel will not check out or use NVGs unless they have received training in their care and use.

#### **10.34. CALL SIGNS.**

10.34.1. VCSL call signs will be used for off-station missions. If scheduled to RON off-station, keep the same two-digit suffix for the entire mission and change VCSL daily. Exercise and deployment OPODS may direct call signs to be used while off station. Aircrews will not make up call signs for any mission.

10.34.2. Call signs will be shown on the appropriate Flight Authorization form. Do not transmit the call sign with the parent organization, home station, or tail number. Do not change call sign in flight.

10.34.3. All local area sorties flown by the 8 SOS will use a prefix of "WISE". 711 SOS will use "GOOSE".

10.34.3.1. Use a two-digit number for a suffix. The first number is always "7" (for 711 SOS), or "8" (for 8 SOS). The second number is the line number for the day (i.e., line 3 will be Goose 73).

10.34.4. Formation missions will use the lowest number in the formation as the flight call sign (i.e. Goose 71, 72, and 73 would use Goose 71 flight). If the formation separates, each aircraft will use their individual call sign. Formations comprised of aircrews from different squadrons will determine the flight call sign prior to mission briefing.

#### **10.35. FLIGHT PLANS.**

10.35.1. Computer Flight Plans (CFP), if required, should be ordered 24 hours prior to proposed takeoff time. The Numbered Air Force flight planners may require more than 24 hours notice for CFP support when missions require specific routing or en route air refueling (21 AF: DSN 440-2179/3412; 22 AF: DSN 837-1916/1917).

10.35.2. Pilots will file their flight plan at Duke Field Base Operations NLT 30 minutes prior to engine start (DD Form 1801, two hours prior).

10.35.3. Local area training flights may use stereo flight plans approved by Eglin Radar Approach Control. Examples of the flight plans will be maintained at the squadron operations center. The aircraft commander will be responsible for calling Duke Base Operations and informing the Airfield Manager of the desired stereo flight plan for the scheduled mission. This information must be verified with Base Operations at least 30 minutes prior to desired takeoff time.

10.35.4. International flight plans must be filed at Duke Base Operations a minimum of 2 hours prior to proposed takeoff.

10.35.4.1. A formal weather briefing, for international flight, should be requested a minimum of 24 hours prior to departure.

10.35.4.2. International NOTAMS are obtained from the NOTAM Web Site. You must supply the exact four-letter identifiers. Otherwise, refer to FLIP, General Planning, Chapter 5, to obtain the central NOTAM facility serving your route and destination.

10.35.4.3. The aircraft commander will ensure an inventory of required FLIP publications is completed prior to departure.

#### **10.36. DASH - ONE PREFLIGHT / SEALING AIRCRAFT.**

10.36.1. Maintenance Dash -6 requirements. The Dash -6 preflight validity period is 72 hours. If the aircraft is not flown during the 72-hour period, a new preflight will be required. If the aircraft is flown during the 72-hour period, a thru-flight inspection will be all that is required until the 72 hours is up, at which time a combined Post-Flight/Preflight will be required.

10.36.2. Upon completion of the flight manual (Dash -1) preflight inspection (indicated by an entry in the AFTO Form 781A), the aircraft will be sealed (when required) at the crew entrance door with a numbered box car seal. The seal number and time must be passed to the Command Post and squadron operations center. The purpose of sealing is to ensure the validity of the preflight and allows documentation of later entry into the aircraft.

10.36.4. The following procedures will be followed when sealing preflighted aircraft (primaries and spares):

10.36.4.1. When a sealed aircraft is operationally required, time is usually a concern, and violation of a preflight cannot be tolerated. Only mission essential systems will be worked when an aircraft is sealed. No routine maintenance will be performed.

10.36.4.2. If entry is required after sealing, the Command Post and the squadron operations center must be notified and mutually agree. Entry must be made under the supervision of a squadron designated aircrew member except for a change in aircraft configuration or aircraft servicing (i.e., fuel load changes). In these cases, a 9-level maintenance supervisor or maintenance officer can break the seal. Coordination will be made with the Command Post and the squadron operations center. Depending on the maintenance performed, the squadron will determine if a new Dash - 1 preflight is required. If the seal is broken without a designated aircrew member present, the Dash -1 preflight will be considered invalid and must be reaccomplished prior to flight.

10.36.4.3. The reason for entry, the maintenance accomplished, and the new seal number must be clearly documented in the AFTO Form 781A. If a new Dash -1 preflight is required and completed, the preflight must be documented. In all cases, the new seal number and time must be passed to the Command Post and the squadron operations center.

### **10.37. AIRCRAFT FUEL.**

10.37.1. When using JP-8 Fuel, fuel nozzles will coke up due to a richer mixture that burns closer to the fuel nozzles. For this reason the engines will be run in low speed ground idle for approximately 2 minutes prior to engine shutdown.

10.37.2. The reaction of JP-8 with blue foam is uncertain. (Continue to refuel at reduced pressures, maximum 35 PSI and inspect vent masts for evidence of possible fuel tank fires). (Auth: 919 OG/OGV).

10.37.3. Whenever the airplane is to be fueled with more than 29,000 pounds of fuel (Tanker aircraft) 32,000 (Slick Aircraft), the main tanks will be filled initially, then the auxiliary tanks, external tanks and fuselage tanks (some airplanes), in that order. The appropriate maintenance fuel tables have been changed to reflect this sequence.

10.37.3.1. When airplanes are refueled just prior to flight or at enroute stops, and when refueling with JP-5 or JP-8, the tanks shall not be serviced to tank capacity (SPR Shutoff), since this would exceed the structural weight limitations. Refer to the weight limitations chart in Section V of the dash-one to avoid exceeding structural limits.

10.37.3.2. Operating the number 1 & 4 boost pumps for approximately 30 seconds prior to refueling as well as after refueling should ensure the vent tanks are empty and prevent fuel venting problems.

10.37.3.3. There will continue to be operational requirements, which require a fuel load different from the standard ramp load. These will have to be addressed on a case-by-case basis and adjustments made as necessary. Some examples include: max effort landings, operating at gross weights at or near the maneuver load factor as depicted on the weight limitations chart in the flight manuals.

10.37.4. Since primary fuel management is defined as “main tanks full when the external and/or aux tanks contain usable fuel”, operating on the lower limit of primary fuel management creates additional concerns for the flight crews. Every effort must be made to burn fuel from the external, (Aux or fuselage, some airplanes) prior to using main tank fuel unless conditions dictate otherwise (i.e. max effort landings).

**10.38. FUEL SYSTEM POSITIVE FLOW CHECK PROCEDURE.** The Fuel System Positive Flow Check Procedure is required on all AFSOC aircraft. This check will be accomplished on the engineers taxi checklist. On all flights, on aircraft that do not contain this check in the current taxi checklist, it will be accomplished as the last step in that checklist. If the mission requires no external tank fuel, a positive flow check will be performed on these tanks to confirm they are empty prior to flight.

**10.39. LIGHTNING HOLD.**

10.39.1. Only the Duke Base Weather Station (BWS) has the authority to issue or remove lightning watches and warnings at Duke Field. When the Duke BWS is closed, the Eglin BWS assumes the authority. A watch is declared when lightning can be expected within 30 minutes. A warning is declared when lightning is within 5 NM of the airfield. Any person observing or detecting lightning with 5 NM of Duke Field may supplement the BWS by calling the Command Post (or ODO). The Command Post is the central point of contact for all information regarding adverse weather at Duke Field. The ODO will be the central point of contact for weather decisions when the Command Post is closed.

10.39.2. When the BWS declares lightning within 5 NM of the airfield, all flightline activities will cease and personnel will seek shelter. Unless an immediate takeoff is a safer course of action, taxiing aircraft will return to parking. Aircraft commanders of landing aircraft will use sound judgment to determine the safest course of action (i.e., land, go-around, hold, or divert).

**10.40. CREW CHANGE/QUICK TURN PROCEDURES.**

10.40.1. Engine Running Crew Change Procedures will be accomplished IAW the current 919 OG Engine Running Crew Change Checklist.

10.40.2. Quick turn aircraft will normally be scheduled for a minimum of 3 hours, but not less than 2 1/2 hours of down time, to allow maintenance sufficient time for servicing and repairs. The outgoing aircraft commander and flight engineer will face-to-face debrief the incoming aircraft commander and flight engineer, who will determine whether the aircraft will be returned to maintenance, and whether another preflight inspection is required. As a minimum, the following items will be checked for quick turns:

10.40.1.1. AFTO Form 781.

10.40.1.2. General aircraft condition.

10.40.1.3. LOX quantity.

10.40.1.4. Hydraulic reservoirs.

10.40.1.5. Accomplish a new DD Form 365-4, Weight and Balance form (if applicable) .

10.40.1.6. Aircraft lights (interior and exterior).

10.40.1.7. Light masking tape available.

#### **10.41. TAXIING ON DUKE FIELD.**

10.41.1. Painted lines on the ramp area and taxiways may not provide required wingtip clearances. When wing walkers are required in a congested area, checklists will be halted until the aircraft is stopped. Full attention will be given to ensure safe taxi of the aircraft. Wing tip clearance between aircraft on the Duke Field hot cargo ramp is less than 25 feet. Wingtip clearance between C-130 aircraft parked on Bravo row and C-130s taxiing along Alpha Taxiway is only 35 feet (25 feet for spot Bravo 12). Clearance is assured only if aircraft are properly parked on designated parking spots and moving aircraft remain on taxi lines.

10.41.2. In an effort to prevent further damage to the Duke Field runway and to reduce FOD, all aircraft are prohibited from making 180-degree turns on the main runway, unless directly authorized or requested by the Tower. In no case will aircraft be taxied outside the wide painted line that defines the outer limits of the main runway.

**10.42. AIRCRAFT PARKING AND MOORING.** Chocks will not be installed until the engines have been shutdown and the propellers have stopped rotating. Aircrews will not pass chocks to ground personnel until propellers have stopped.

#### **10.43. PASSENGER AIRLIFT.**

10.43.1. Base Operations/Passenger Terminal will manifest passengers. If these facilities are not available for passenger processing, Current Operations will process passengers in accordance with applicable AFIs, and use DD Form 2131, Passenger Manifest. Aircraft commanders are also authorized to manifest passengers.

10.43.2. Aircraft commanders will ensure passengers are briefed before takeoffs and landings. The Passenger Briefing Checklist will be used to conduct the briefing.

10.43.3. Passengers will not be carried on missions when prohibited by applicable AFIs. 919 OG/CC approval is required to carry passengers on tactical and/or classified flights.

#### **10.44. TOLD COMPUTATIONS.**

10.44.1. The 919-06 FE Aircrew Guide contains tabulated data for most TOLD card computations. To ensure proficiency in use of the charts, flight engineers should use the T.O. 1C-130H-1-1 for the first TOLD card of the day, however, the tabulated data may be used at all times. The T.O. 1C-130H-1-1 will be the primary reference when actual performance and the tabulated data differ.

10.44.1.1. Flight engineers are authorized to use the 16 OG Worksheet 130M (mini TOLD Card). This mini TOLD Card is not a substitute for the AF Form 4120 (large TOLD CARD).

10.44.2. Engine operating efficiency less than 98% is to be considered a safety of flight item for Terrain-Following (TF) missions. MC-130E aircraft will not fly TF missions unless all engines are operating at 98% efficiency or greater. Until accurate and verified data is available for the T.O. 1C-130H-1-1, MC-130E aircrew will use the following guidance to conduct engine efficiency/power checks prior to takeoff.

10.44.2.1. All performance data will be based on 100% engine efficiency. If 100% engine efficiency is not obtained, calculate performance data using 95% engine efficiency (use 98% for TF missions). As long as 95% can be verified, all mission profiles, except TF, may be flown. If 98% efficiency can not be achieved, make a detailed write-up in the AFTO 781 which includes the temperature, pressure altitude, torque required, and torque obtained.

10.44.2.2. For the engine efficiency check, the flight engineer (FE) will calculate a reference torque using 970 degrees TIT at 98% efficiency. The outside air temperature (OAT) should be obtained from the most accurate source (ADC probe in direct sunlight, Tower OAT taken in the shade, etc). Comparisons are encouraged. The Navigator's CDU temperature is preferred as this has repeatedly been demonstrated to be more accurate, especially after taxiing. If predicted torque is not achieved, obtain a new OAT from the navigator or Tower and recalculate torque. If predicted torque is still not reached, attempt to obtain a predicted torque at 1010 degrees TIT. If 98% torque is not reached, TF mission will not be flown. Enter the discrepancy in the AFTO 781, fly a non-TF profile or request help from maintenance. If 95% torque is not reached, subtract 3% IAW T.O. 1C-130H-1-1, 1S-13 and again compare. If 95% efficiency cannot be verified, the aircraft will not be flown. Do not subtract the 3% to calculate 98% engine efficiency torque.

## **10.45. COMMUNICATIONS.**

10.45.1. The 919 SOW Command Post (or 919 OSS/OSC, Comm Flight) provides command, control and communications support of home station training flights, deployments, exercises, and contingencies.

10.45.1.1. SATCOM is the primary means of long-haul communications, with HF as the back up if SATCOM is unavailable. UHF or VHF may be used when within line-of-sight distance.

10.45.1.2. Secure voice is the primary mode of operation, but all radio circuits will be capable of both secure and non-secure voice transmission communications.



10.45.1.3. The standard execution checklist will be used during all tactical missions. All mandatory radio calls will be made to the 919 SOW Command Post (SANDCASTLE), Comm Flight (DOMESTIC) or the ODO (TALON OPS).

10.45.2. For OPSEC reasons, use the appropriate system codes located in the AFTO Form 781 when calling in a specific system discrepancy. As a guide, never announce any information concerning tactical or ECM equipment in clear text over an unsecure radio.

**10.46. BIRD STRIKES.** An aircraft experiencing a bird strike should handle the situation as any other unusual event. If the aircraft commander determines or suspects the aircraft has experienced a bird strike, the crew will scan for damage. Next, they will assess outside conditions and change altitude, either up or down, as necessary to effect a change in bird conditions. If birdstrikes can not be minimized, consider a climb to MSA, or ESA. It is at the aircraft commander's discretion whether to continue with the mission, climb out and return to home station, or land at the nearest suitable airfield to visually inspect the aircraft. Bird strikes will be reported to the 919 SOW Command Post and wing safety office.

#### **10.47. MISSION COMPLETION.**

10.47.1. Prior to leaving the aircraft, all crewmembers will ensure the aircraft is clean, stow publications, deposit trash in trash bins, remove all masking tape from lights, and remove personal equipment.

10.47.2. Upon mission termination, the navigators will perform a terminal fix on the INUs. If the INU drift in RER or CEP was greater than or equal to 1.3 NM/HR for a gyro-compass/enhanced interrupted alignment or 0.6 NM for precision alignment, record "INU drifts excessively" in the 781A.

10.47.3. Forms Completion. Aircraft commanders are responsible for completing the Mission Summary Report, (explaining any delays/deviations from the planned profile, significant accomplishments, and mission summary), AFTO Form 781, and other mission data forms. Flight engineers are responsible for completing AFTO Form 151A, Aircraft Usage Log and the AF Form 791, Aerial Tanker Inflight Issue Log (when applicable). Individual crewmembers are responsible for logging all training events on the appropriate Training Accomplishment Record. All completed forms will be placed in the mission folder and turned in to the ODO.

10.47.3.1. Fuel Accountability during Helicopter Aerial Refueling. The AF Form 791 must be completed to include tail number of the receiver(s). Also, complete the AFTO Form 781H entry IAW T.O. 00-20-5. (Note: AF Form 791 is also required for FARP). All completed 791s will be turned into the squadron operations center, and will be logged in on a continuous log. The 791 will then be forwarded to the squadron fuels control monitor, who will then forward it to the 919 OSS/DOO.

10.47.3.2. 919 SOW Form 2, **Aircraft Incident/Accident Report**. Any mission that aborts for any reason after engine start will be considered an incident. Any bird strike (even if the aircraft is not damaged), engine flameout or shutdown, or off-DZ drop will be considered an incident. The aircraft commander will notify the ODO as soon as possible of any accident or incident. Following all incidents, the aircraft commander will complete a 919 SOW Form 2 providing detailed information of the incident. The report will be forwarded to the 919 SOW Safety Office. Blank 919 SOW Form 2s will be included in all mission kits.

10.47.4. If problems occurred with Eglin Approach or Mission Control, you should call the ERRC Chief/Supervisor (not the shift chief/supervisor) at 882-8160/2351 between 0700-1600L, or leave a message on the 24 hour tape recorder at 882-9069. This must be done immediately after the flight to ensure tapes are not destroyed. For immediate safety concerns call the watch supervisor at 882-9151.

10.47.5. Maintenance debriefing is normally accomplished at the Maintenance Operations Center (MOC).

10.47.6. Agriculture Waste Disposal. When overseas flights arrive at Duke Field, the aircrew will call the 919 SOW Command Post to request customs. This should be accomplished 2 hours prior to arrival. The loadmasters will be responsible for bagging all the waste requiring incineration. The Command Post will notify maintenance control of the arrival time of the aircraft and remind them that the aircraft contains waste that must be transported to the Eglin Hospital for incineration. Upon arrival the loadmaster will transfer the sealed plastic bags to maintenance, who will ensure the bags are incinerated IAW USDA direction.

**10.48. USE OF EMERGENCY PASSENGER OXYGEN SYSTEM (EPOS).** Do not use the Emergency Passenger Oxygen System (EPOS) to meet aircrew oxygen requirements.

**10.49. UNCONTROLLED OPERATIONS AT DUKE FIELD.** A letter of agreement (LOA) has been created to cover the use of Duke Field when either the Control Tower or Base Operations are closed. Pertinent aircrew information is contained in this paragraph. See the LOA for details on scheduling, ODO duties and LZC duties.

10.49.1. Departures. Aircrew will file their flight plans through Eglin Base Operations. Contact the ODO to receive your ATC clearance/departure instructions prior to takeoff. This clearance may include a void time. The aircraft must takeoff within this stated clearance void time (within five minutes of receiving such clearance if no void time is given) or takeoff clearance will be canceled. Contact the LZC for clearance to taxi/takeoff on frequency 225.3. Switch to assigned ATC frequency immediately after takeoff.

10.49.1.1. If possible, all departures should be made under VFR. If able to maintain VFR, takeoff within your stated void time, turn towards the Crestview VORTAC (or as assigned by ATC) and contact ATC to activate your IFR clearance or VFR flight following. If unable to contact ATC right away, stay in the Duke Field traffic pattern until such communications are established.

10.49.1.2. If weather conditions do not permit a departure under VFR, takeoff within your stated void time, comply with departure instructions and contact ATC immediately after takeoff.

10.49.2. Recoveries. Contact the ODO/LZC at least 30 minutes out and give your ETA for landing at Duke Field. Aircrew will contact ATC and inform them they are inbound to Duke Field for landing. Request a straight-in approach to Runway 18 (or ALZ South). If conditions require a landing on Runway 36 (or ALZ North), aircrew should still request the straight-in approach to Runway 18 and either circle or fly a box pattern to set up for landing on Runway 36 (or ALZ North). Circling/box patterns will be flown to the west of Duke Field unless specifically cleared by ATC. If the weather conditions do not allow for a circling approach to land on Runway 36, then request a straight-in approach to Runway 36. Clearance to land will be gained from the LZC on frequency 225.3.

10.49.2.1. Missed Approach. If conditions prevent a landing at Duke Field, proceed to Eglin AFB for recovery. If on an instrument approach and weather conditions prevent a landing at Duke Field, fly the published missed approach procedure, contact ATC and request a clearance to Eglin AFB, or the appropriate weather alternate.

10.49.2.2. Aircraft commanders will ensure their flight plan has been closed through any appropriate means (i.e., Eglin Base Operations, FSS, ATC, etc).

10.49.3. Airfield lighting. The Duke LZC is unable to turn on the lights for the main runway/taxiways on Duke Field. The LZC will manually set up the appropriate Airfield Marking Pattern (AMP) requested by the aircrew for all night operations (no markings are required for day operations) on the main runway. The LZC can control all lighting, or manually set up a daytime AMP configuration, for the ALZ. The Airfield Marking Pattern will be AMP-2 if nothing else has been pre-coordinated.

10.49.4. Emergencies. Emergency aircraft wishing to land at Duke Field will contact the ODO/LZC as soon as possible. The ODO/LZC will need some time to clear the runway and notify the Fire Department. Pass your emergency information to ATC per normal operations. Aircrew experiencing an emergency while on the ground at Duke Field will notify the LZC as soon as possible. The LZC will alert the Fire Department.

10.49.5. Multiple takeoffs and landings. Normally, only one takeoff and landing for each aircraft is allowed under this LOA. However, aircraft are permitted to make multiple takeoffs and landings for operational requirements (i.e., maintenance repairs, personnel onload/offload, test requirements), but not for unilateral training (i.e., pilot proficiency, SCAs, or infil/exfil training). Clarification for use of this exemption is as follows:

10.49.5.1. Aircraft departing Duke uncontrolled, who encounter maintenance problems, may return to Duke for repair. Once repairs are complete, they may depart using the same call sign.

10.49.5.2. Aircraft needing to return to Duke to drop off passengers, equipment, or conduct a crewmember swap in order to complete a mission, are authorized to land uncontrolled and depart again using the same call sign.

10.49.5.3. Aircrews desiring to return to Duke and depart again must contact the ODO/LZC to receive clearance to land and takeoff. You must receive a new clearance from ATC prior to each takeoff from Duke Field.

10.49.5.4. These procedures will be used only to continue a mission which otherwise would have to be canceled. At no time will aircrews accomplish more than one approach/landing at Duke for training. Crewmember swap-outs must be scheduled as an ERCC. These procedures will not be used for unscheduled drop-offs of crewmembers simply wishing to get off the flight. A proper use of these procedures would involve a 4.0-hour pilot pro flight with a scheduled ERCC after 2.0 hours. Improper use would be scheduling a 4.0-hour tactical sortie, and after 3 hours, deplaning unnecessary crewmembers to fly out your time with pilot pro. Aircrews will fly the entire sortie and conduct only one uncontrolled takeoff/landing unless one of the above-authorized unscheduled stops is required to complete the mission.

10.49.5.5. This "good deal" could be terminated immediately if it is determined we are circumventing the spirit of the uncontrolled operations LOA. Aircraft Commanders will document the reason for returning to Duke in their Aircraft Commanders report.

#### **10.50. C-130 REAR VISION DEVICE (RVD).**

10.50.1. We are authorized to train with RVDs. To reduce mishap potential, abide by the following when conducting RVD training:

10.50.1.1. Avoid use of the RVD in areas of medium or high bird concentrations.

10.50.1.2. Plan Training Missions to avoid terrain that birds congregate near shorelines, marshes, and large bodies of water.

10.50.1.3. Crewmembers must wear helmets at all times while in the RVD.

10.50.1.4. The aircraft may be pressurized with the RVD installed.

10.50.2. Maintenance and Repair Procedures. The UTI RVD is fabricated out of MIL-P-8184E Acrylic material that is extremely resistant to crazing and cracking. The RVD must not be used if there is any evidence of cracking anywhere. The RVD is special mission equipment that is only used when required, and is not intended to be mounted in the aircraft at all times. The RVD must be inspected before and after each mission. The following are areas to be examined to ensure safety of flight.

10.50.2.1. Acrylic Bubble. Any crack of any size found on the bubble will be cause to ground the unit. **DO NOT USE THE RVD IN ANY FLIGHT MODE WITH A CRACK IN THE ACRYLIC.** Scratches in the acrylic bubble may be polished out if they are less than .015 inch deep. Scratches greater than .015 inch deep will be treated as cracks and the unit must not be flown.

10.50.2.2. Base and Mounting Hardware. Cracks or tears in the fiberglass must be repaired according to best commercial practice before utilizing the RVD in flight. In the unlikely event a fastener or a screw becomes loose, it needs to be repaired before flight.

10.50.2.3. Rubber Pressurization Seal. Breaks, tears, or unbonding of cement must be repaired or replaced before flight. The seal is Air Force P/N 355657-1 and may be requisitioned as necessary.

10.50.3. Preventative Maintenance. Always store the RVD in the provided soft cloth bag to prevent scratching and sunlight damage. Do not leave the RVD in the aircraft when not in service. Scratches in the acrylic may be polished out using 3M polishing kit P/N 051144-82162 (or equivalent). Special care during installation or removal will obviously increase the usability and life expectancy of the unit.

### **10.51. BREAKAWAY STATIC LINES ON SPECIAL OPERATIONS AERIAL DELIVERY ELEMENT (SOADE) RIGGED EQUIPMENT.**

10.51.1. Procedures for rigging static-lines for a 15-foot extraction parachute packed in a T-10 deployment bag in a breakaway configuration have been approved for certain airdrop loads. These procedures apply only to single/double motorcycles, four wheel quad runner, and single stacked combat rubber raiding craft prepared for airdrops, and only when this equipment has been rigged by SOADE riggers.

10.51.2. External static-line rigging changes are as follows:

10.51.2.1. The static-line snap hook will be taped back to the static line, or will be taped back to the static line with cloth back tape.

10.51.2.2. Type III Nylon Cord (550 Cord) will be routed through the static line loop and the small clevis (which is attached to the anchor cable) using standard rigging procedures for breakaway except the 550 cord will not be gutted.

10.51.2.3. These procedures only apply to the equipment listed in paragraph 10.51.1 when rigged by SOADE riggers. In all other cases, the static line will be rigged in a non-breakaway configuration.

### **10.52. MB-1, 10,000 LB TIEDOWN DEVICES.**

10.52.1. The Davis MB-1 Devices, CGU-4E, NSN 1670-00-212-1149, Contract # SP0470-98-C-5103 MFG 1998, will not be used for CDS Alternate Forward Barrier, Heavy Equipment Platform Emergency Restraint or restraint of Special Handling Cargo. The 1998 Davis MB-1 devices should not be used for any other tiedown/restraint until further investigation and inspection to determine if these are safe for use on AFSOC aircraft. If no other devices are available and 1998 Davis MB-1 devices must be used, vigorously shake and inspect for proper chain-pocket locking and restraint.

10.52.2. There is also a MB-1 device manufactured in 1992 under Contract # F41608-92-D-0185, which is identical in appearance and at this time, is considered safe for use. The way to differentiate the two is through the contract numbers and the date of manufacture (DOM). The DOM and contract # is stamped on the side of the device. The 919th possesses some of both devices and others as well. Loadmasters should be cognizant of this when complying with this guidance.

### **10.53. COCKPIT VOICE RECORDER.**

10.53.1. Aircrews must ensure that no security violation occurs due to classified conversations being retained on the Cockpit Voice Recorder (CVR) tape. Classified radio or interphone transmissions that will be recorded on the CVR must be limited to those absolutely mission essential. When classified radio and interphone transmissions must be made the aircraft commander must ensure that the CVR remains on and running until the CVR tape is clear of any previously recorded classified conversation. Aircrews are responsible for knowing the CVR tape time and procedures for erasing the tape for their respective aircraft.

10.53.2. For actual combat and contingency missions only, aircrews are authorized to pull the CVR essential AC circuit breaker upon completing the After Takeoff checklist when departing from the last unclassified operating location. The circuit breaker must be reset before initiating the Before Landing checklist on arrival at the first unclassified destination after mission completion.

**10.54. STEREO FLIGHT PLANS.** 919 OG OI 11-501 contains procedures for (and descriptions of) numerous stereo flight plans for local area flight operations. Refer to this OI for current information on this subject.

### **10.55. LOCAL AIR REFUELING (AR) TRACKS.**

10.55.1. Destin Air Refueling Tracks. The Destin Air Refueling Tracks A, B, C and D are approved for operations from 3,000 to 13,000 feet MSL. Standard block altitudes are 3,000 to 6,000 feet MSL and 9,000 to 13,000 feet MSL. These are not FLIP published AR tracks, therefore tanker aircraft may require specific information on track points, altitudes and airspeeds prior to the refueling mission. Destin AR Tracks are only available to units scheduled through the 46 Test Wing/DOR on an AAC test directive. Squadrons will request the use of Destin AR Tracks through 919 OSS/DOO. If the entire 3,000 to 13,000 foot altitude block is not required, request only the airspace needed. This may preclude a cancellation due to higher priority missions. All Destin AR Tracks are located in W-151 and are under radar control by Eglin Mission Control. The servicing ARTCC is Jacksonville Center. Destin A is located in W-151 A/C. Destin B is located in W-151 B/D. Destin C is located in W-151 C/D. Destin D is located in W-151 A/C. Coordinates are depicted in Attachment 1. Altimeter settings broadcast by Eglin Mission will be used for refueling on Destin AR tracks.

10.55.2. Pensacola "A" Air Refueling Track. The Pensacola "A" AR Track has been created in W-155 A/B. W-155 is controlled by Seabreeze on 313.2/118.95. The controller can be contacted prior to flight at DSN 922-2735. Coordinates are depicted in Attachment 1.

10.55.3. Montgomery Air Refueling Tracks. The Montgomery AR Tracks are locally generated random AR tracks that have been coordinated for use by 919 SOW aircraft through Atlanta Center. Maneuvering airspace is approved from centerline to five miles north. Coordinates are depicted in Attachment 1.

#### **10.56. LOCAL HELICOPTER AIR REFUELING (HAR) TRACKS.**

10.56.1. General. The Alpha, Bravo, Anniston and W-151A tracks are non-published helicopter refueling tracks used by the 16 SOW and 919 SOW. The 16 OSS/OGSC schedules the tracks for aircraft deconfliction. If a mission delays or changes ARCT, coordinate with the 16 SOW and 919 SOW Command Posts. Coordinates and altitudes are depicted in Attachment 2.

10.56.2. Alpha Track. The Alpha track is located to the west of the Bravo track. Primarily, the 8th SOS and 711th SOS use Alpha Track. Alpha and Bravo Tracks come within 3 NM of each other at their closest point. The southern portion of Alpha Track is within Alert Area 211 and is subject to a high volume of rotary wing aircraft training. Join-up altitude is 2100 feet MSL. Refueling altitude is 2400 feet MSL.

10.56.3. Bravo Track. The Bravo refueling track is located north of Andalusia, AL. The track is used primarily for 9th SOS and 5th SOS VFR training operations. IFR refueling operations may be used provided altitudes, airspeeds and control times are coordinated with Cairns Approach Control (DSN 558-3225). Cairns Approach frequencies are 237.5 UHF and 133.45 VHF. VFR altitudes are normally surface to 3,000 feet MSL. IFR altitudes are normally 3,000 to 10,000 feet MSL. If possible, request a specific altitude block with Cairns when filing IFR. The refueling track may be entered from the north or south. The entire Bravo track is located with Alert Area 211 and is subject to a high volume of rotary wing aircraft training. Do not perform helicopter refueling from the city of Andalusia laterally to Andalusia-Opp airport. Do not enter the Montgomery Class C airspace when using the Bravo Track. Join-up altitude is 2700 feet MSL. Refueling altitude is 3000 feet MSL.

10.56.4. Anniston Track. The Anniston Track is located east of Anniston, AL. This track is used for VFR training operations only. Join-up altitude is 2500 feet MSL. Refueling altitude is 2800 feet MSL.

10.56.5. W-151A Track. The W-151A Track is located in the Warning Area and requires clearance from Eglin Mission. This track is used for over-water air refueling training. Join-up altitude is 1700 feet MSL. Refueling altitude is 2000 feet MSL.

**10.57. FARP AFTER ACTION REPORTS.** Following all FARP operations, complete and forward FARP after action reports to 919 OSS Tactics, who will in-turn forward them to HQ AFSOC/DOXT within seven duty days after mission completion. Include the following information on the FARP after action report: date of operation, time of operation, FARP site location, tanker unit and type aircraft, number of refueling points, number of engines running on the tanker aircraft, was a FAM cart used, offload amount, receiver unit and type aircraft, number of receivers, were the receiver's engines running, temperature, dew point, humidity and remarks. In the remarks, note any problems or anomalies (static discharge, fuel spill, refueling delays, hose/line drain, etc), state none if no problems were noted.

**10.58. USE OF 100% NYLON GARMENTS.** The wear of gortex is authorized for aircraft servicing with JP5, JP8, JP10, Jet A, and diesel fuel (including mixed fuel criteria). Aircrew will not wear gortex within 50 feet when servicing aircraft with JP4 or ground servicing with Mogas.

**10.59. AIRCREW TOXICOLOGICAL TESTING.** AFI 91-204 mandates that flight crew involved in Class A, B or C mishaps will accomplish a toxicological test (i.e., urinalysis test, draw blood, etc). The local commander may direct toxicological testing on any individual involved with any incident (civilian or military). The servicing Staff Judge Advocate will be consulted prior to accomplishing these tests. Aircrew directed to conduct toxicological testing will be considered grounded until the tests results have been returned. Wing or Group commander may waive this grounding on an individual basis.

**10.60. CIVILIAN FIELD – CHAFF AND FLARE RESTRICTION.** Takeoffs/landings will not be conducted at civilian airfields when flares and/or chaff are loaded on the aircraft. Aircraft Commanders may waive this restriction if prior coordination/approval has been received from the airfield manager.

**10.61. CFR SUPPORT.** Crash Fire Rescue (CFR) support (a fire truck) is required during all-local area, and off-station unilateral, airland-training operations. The use of the 4 takeoffs/landings within 14 days exception (in AFI 11-2MC-130, Vol 3, para 5.24.4) requires the approval of the squadron operations officer. Information on how to gain approval and track these landings is contained in the binder labeled “8 SOS and 711 SOS NVG Landing Without CFR Support and Local Airfield Quick Reference Guide”, which is kept at the squadron operations desk.

THOMAS M. STOGSDILL, Colonel, USAFR  
Commander



## ATTACHMENT 1

## LOCAL AIR REFUELING (AR) TRACKS

The following local AR tracks are established as shown. All coordinates are as depicted or as briefed.

**DESTIN A Point Parallel**

ARIP	N 30-10 W 086-41	CEW 177/40
ARCP	N 29-00 W 086-41	CEW 177/110
Anchor	N 29-00 W 086-18	CEW 167/111
Points	N 29-50 W 086-18	CEW 159/63
	N 29-50 W 086-41	CEW 177/60

**DESTIN A Enroute Overtaking**

AREP	N 30-10 W 086-41	CEW 177/40
ARIP	N 29-50 W 086-41	CEW 177/60
ARCP	N 29-20 W 086-41	CEW 177/90
Anchor	N 29-00 W 086-41	CEW 177/110
Points	N 29-00 W 086-18	CEW 167/111
	N 29-50 W 086-18	CEW 159/63

**DESTIN B Point Parallel**

ARIP	N 29-37 W 085-58	DWG 151/59
ARCP	N 28-32 W 085-28	DWG 155/129
Anchor	N 28-39 W 085-06	DWG 146/132
Points	N 29-26 W 085-27	DWG 138/84
	N 29-18 W 085-49	DWG 153/80

**DESTIN B Enroute Overtaking**

AREP	N 29-37 W 085-58	DWG 151/59
ARIP	N 29-18 W 085-49	DWG 153/80
ARCP	N 28-50 W 085-37	DWG 154/109
Anchor	N 28-32 W 085-28	DWG 155/129
Points	N 28-39 W 085-06	DWG 146/132
	N 29-26 W 085-27	DWG 138/84

**DESTIN C Point Parallel**

ARIP1	N 28-53 W 086-40	PAM 218/91
ARCP1	N 28-35 W 085-23	PAM 174/90
Anchor	N 28-55 W 085-17	PAM 168/71
Points	N 29-07 W 086-11	PAM 209/65
	N 28-48 W 086-17	PAM 206/85
ARIP2	N 28-30 W 085-03	PAM 164/98
ARCP2	N 28-48 W 086-17	PAM 206/85

**DESTIN C Enroute Overtaking**

AREP	N 28-53 W 086-40	PAM 218/91
ARIP	N 28-48 W 086-17	PAM 206/85
ARCP	N 28-40 W 085-44	PAM 186/85
Anchor	N 28-35 W 085-23	PAM 174/90
Points	N 28-55 W 085-17	PAM 168/71
	N 29-07 W 086-11	PAM 209/65

**DESTIN D Point Parallel**

ARIP	N 30-10 W 086-41	CEW 177/40
ARCP	N 28-10 W 086-41	CEW 177/160
Anchor	N 28-10 W 086-18	CEW 170/161
Points	N 29-50 W 086-18	CEW 159/63
	N 29-50 W 086-41	CEW 177/60

**DESTIN D Enroute Overatking**

AREP	N 30-10 W 086-41	CEW 177/40
ARIP	N 29-50 W 086-41	CEW 177/60
ARCP	N 29-20 W 086-41	CEW 177/90
Anchor	N 28-10 W 086-41	CEW 177/160
Points	N 28-10 W 086-18	CEW 170/161
	N 29-50 W 086-18	CEW 159/63

**PENSACOLA A Enroute Overtaking**

AREP N 29-51 W 087-17 NPA 176/30  
ARIP N 29-31 W 087-17 NPA 178/50  
ARCP N 29-01 W 087-17 NPA 179/80  
Anchor N 28-47 W 087-17 NPA 180/95  
Points N 28-47 W 086-54 NPA 167/95  
N 29-31 W 087-54 NPA 154/55

**MONTGOMERY TRACK ONE**

AREP N 32-14.0 W 085-18.0 EUF 331/19  
087/50  
ARIP N 32-06.8 W 085-40.0 EUF 288/29  
087/30  
ARCP N 31-55.9 W 086-12.9 MGM 161/19  
VORTAC  
AREX N 31-33.0 W 086-18.0 MGM 228/64  
272/65

**MONTGOMERY TRACK TWO**

AREP N 32-13.17 W 085-20.08 MGM  
ARIP N 32-13.24 W 085-43.72 MGM  
ARCP N 32-13.34 W 086-19.18 MGM  
AREX N 32-18.78 W 087-35.71 MGM

**ATTACHMENT 2**  
**LOCAL HELICOPTER AIR REFUELING (HAR) TRACKS**

The following local HAR tracks are established as shown. All coordinates and altitudes are as depicted or as briefed.

**ALPHA TRACK****2100/2400**

IP SOUTH	N 31-21.65	W 086-31.17
CP SOUTH	N 31-27.64	W 086-31.25
CP NORTH	N 31-53.07	W 086-31.65
IP NORTH	N 31-59.07	W 086-31.74

**BRAVO TRACK****2700/3000**

IP SOUTH	N 31-23.30	W 086-25.80
CP SOUTH	N 31-29.27	W 086-25.40
CP NORTH	N 31-52.26	W 086-23.78
IP NORTH	N 31-58.27	W 086-23.37

**W-151A TRACK****1700/2000**

IP	N 30-12.34	W 086-32.44
CP	N 30-07.14	W 086-28.98
EP	N 29-36.77	W 086-08.91

**ANNISTON TRACK****2500/2800**

IP SOUTH	N 33-00.50	W 086-05.00
CP SOUTH	N 33-05.00	W 086-00.00
CP NORTH	N 33-30.00	W 085-25.00
IP NORTH	N 33-34.35	W 085-25.00

**ROME CHAT N/S TRACK****2700/3000**

IP SOUTH	N 34-07.00	W 084-49.00
CP SOUTH	N 34-13.00	W 084-49.00
CP NORTH	N 34-51.60	W 084-50.60
IP NORTH	N 34-57.60	W 084-50.60

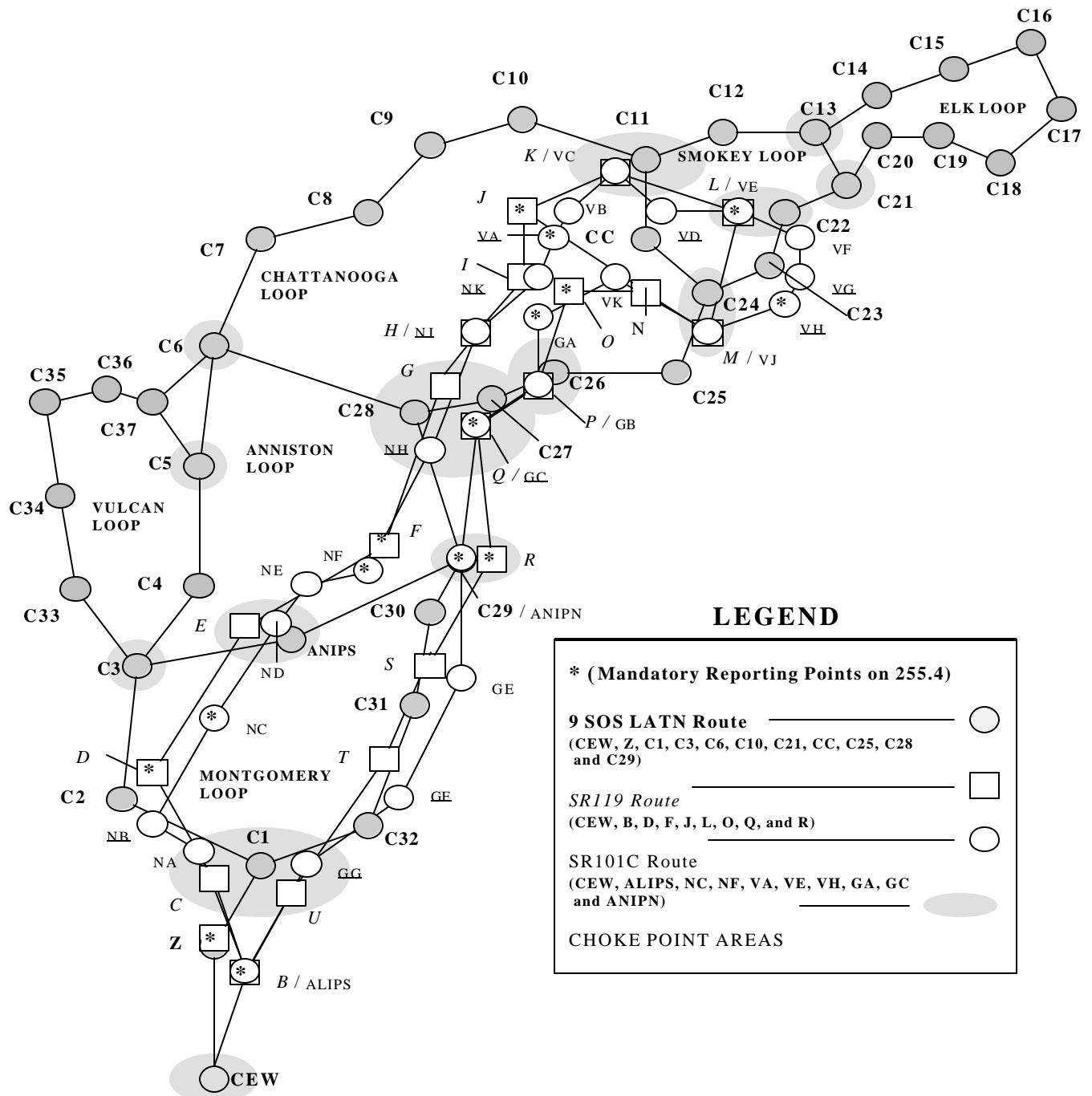
**ROME CHAT E/W TRACK****2700/3000**

IP EAST	N 34-24.50	W 083-58.20
CP EAST	N 34-24.00	W 084-05.50
CP WEST	N 34-21.40	W 084-36.10
IP WEST	N 43-21.00	W 084-43.20

<b>MUSCLE SHOALS TRACK</b>		<b>2700/3000</b>
IP SOUTH	N 35-50.00	W 087-29.10
CP SOUTH	N 34-57.00	W 087-28.90
CP NORTH	N 35-35.60	W 087-27.20
IP NORTH	N 35-41.60	W 087-27.00

ATTACHMENT 3

LOCAL AREA REPORTING POINTS / DECONFLICTION  
SR-119 / SR-101C / 9 SOS Montgomery, Anniston,  
Chattanooga, Smokey, Elk, and Vulcan Loops



## ATTACHMENT 4

## SR-101C ROUTE TURNPOINTS

NOTE: Standard routing is in a clockwise direction

<u>Turnpoints</u>	<u>Coordinates</u>	<u>Elevation</u>
ALIPS	N 32-21.65 W 086-31.17	330
NA	N 32-04.00 W 086-32.00	260
NB	N 32-19.00 W 086-41.00	200
NC	N 32-39.00 W 086-25.50	575
ND	N 32-59.00 W 086-13.00	750
NE	N 33-14.00 W 086-01.00	950
NF	N 33-29.00 W 085-40.00	975
NH	N 33-57.50 W 085-32.00	800
NJ	N 34-21.00 W 085-22.50	695
NK	N 34-43.00 W 084-45.00	800
VA	N 34-56.00 W 084-41.00	1600
VB	N 35-08.50 W 084-31.50	1140
VC	N 35-32.50 W 084-09.50	1000
VD	N 35-26.75 W 083-57.50	1920
VE	N 35-26.00 W 083-35.00	1700
VF	N 35-16.00 W 083-28.50	2000
VG	N 34-58.50 W 083-30.50	3000
VH	N 34-47.00 W 083-36.00	1750
VJ	N 34-39.00 W 083-51.50	1720
VK	N 34-50.50 W 084-21.00	1780
GA	N 34-37.00 W 084-45.00	690
GB	N 34-17.50 W 084-48.00	870
GC	N 34-03.50 W 085-20.00	910
GD	N 33-49.50 W 085-24.00	1120
ANIPN	N 33-34.35 W 085-25.00	1000
GE	N 32-59.00 W 085-35.00	620
GF	N 32-23.00 W 085-52.00	310
GG	N 31-50.00 W 086-23.00	550
GH	N 31-07.00 W 086-50.00	150

## ATTACHMENT 5

**9 SOS LATN ROUTE TURNPOINTS  
(MONTGOMERY, ANNISTON, CHATTANOOGA, SMOKEY, AND ELK LOOPS)**

NOTE: Standard routing is in a clockwise direction

<u>Turnpoints</u>	<u>Coordinates</u>	<u>Elevation</u>
Z	N 31-26.40 W 086-37.00	275
C1	N 32-04.50 W 086-23.00	300
C2	N 32-18.70 W 086-48.80	175
C3	N 32-53.50 W 086-48.50	700
C4	N 33-23.20 W 086-22.80	400
C5	N 33-53.00 W 086-25.70	900
C6	N 34-27.80 W 086-27.00	590
C7	N 34-59.00 W 086-05.00	1250
C8	N 35-11.20 W 085-28.00	800
C9	N 35-30.00 W 085-15.00	900
C10	N 35-41.50 W 084-45.20	850
C11	N 35-34.20 W 084-08.00	750
CC	N 35-07.20 W 084-08.50	1550
C12	N 35-48.10 W 083-39.80	1800
C13	N 35-54.00 W 083-08.00	2000
C14	N 36-05.30 W 082-43.20	1600
C15	N 36-17.50 W 082-10.80	1700
C16	N 36-26.00 W 081-37.00	2750
C17	N 36-04.20 W 081-31.20	1600
C18	N 35-45.00 W 081-52.50	1200
C19	N 35-54.10 W 082-22.50	2700
C20	N 35-55.00 W 082-45.50	1700
C21	N 35-36.00 W 082-57.00	2400
C22	N 35-24.40 W 083-17.20	1800
C23	N 35-01.00 W 083-23.00	2000
C24	N 34-47.70 W 083-53.80	1800
C25	N 34-24.50 W 083-58.20	900
C26	N 34-21.00 W 084-43.20	700
C27	N 34-09.75 W 085-07.17	1150
C28	N 34-06.40 W 085-35.00	500
C29	N 33-34.35 W 085-25.00	1000
C30	N 33-19.80 W 085-32.20	800
C31	N 32-42.00 W 085-42.90	750
C32	N 32-13.10 W 085-53.30	300

**ATTACHMENT 6**  
**16 OG DEPLOYED STATUS REPORT (DSR)**

**CLASSIFICATION** \_\_\_\_\_

1. DATE: \_\_\_\_\_ 2. MISSION/AIRCRAFT COMMANDER: \_\_\_\_\_
3. LOCATION: \_\_\_\_\_ 4. PHONE/FAX: \_\_\_\_\_
5. BILLETING ADDRESS: \_\_\_\_\_ (MC/AC RM#) \_\_\_\_\_
6. TOTAL PERSONNEL: \_\_\_\_ (AIRCREW) \_\_\_\_ MAINTENANCE \_\_\_\_ OTHER \_\_\_\_
7. LAST 24 HOURS

A/C TYPE; TAIL #	ATD	ICAO	ATA	ICAO	FLY TIME	SILENT SHIELD?	MISSION EFFECT %	REASON IF LESS THAN 100% EFFECTIVE

8. a. Aircraft Status (by tail number):

\_\_\_\_\_

- b. Reason (if other than A-1):

\_\_\_\_\_

\_\_\_\_\_

- c. Required assistance:

\_\_\_\_\_



## 9. NEXT 24 HOURS

TAIL #	ETD	ICAO	ETA	ICAO	SILENT SHIELD?	TYPE MISSION/EVENTS (AIRWAYS, LL, AR, AIRDROPS, ETC)

10. ANTICIPATE NEXT MSN/ACFT CC REPORT: \_\_\_\_\_

11. UPDATED ETA HOME STATION (DATE/TIME): \_\_\_\_\_ ZULU

12. REMARKS ACCOMPLISHMENTS (MANDATORY – PAGE 1 OF \_\_\_\_):

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13. REMARKS PROBLEMS (MANDATORY – PAGE 1 OF \_\_\_\_):

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Pass daily to 16 SOW/CP. COMM 1-800-346-6697, DSN 579-8100/8105, FAX 6778/6997  
(SECURE). CP will forward to 16 OG/CC, 919 SOW/CP and to affected flying squadrons.

Rcv'd by \_\_\_\_\_

CLASSIFICATION \_\_\_\_\_